RAILROAD

MARCH, 1966 MAGAZINE 50¢

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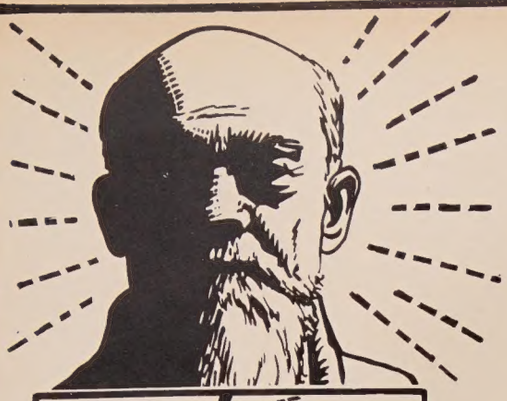

WHO IS THIS MAN?

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Adventurous Railroading and Rail Hobbies—Founded 1906

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Oct. 22, 1944: Union Pacific eastbound *Portland Rose-Challenger* about five miles out of Shoshone, Idaho. Helper engine with the train since Glenn's Ferry will leave at Shoshone.

Photo by Dave Lewis, 102 Cortland, Peoria 5, Ill.

Next issue out around March 3rd

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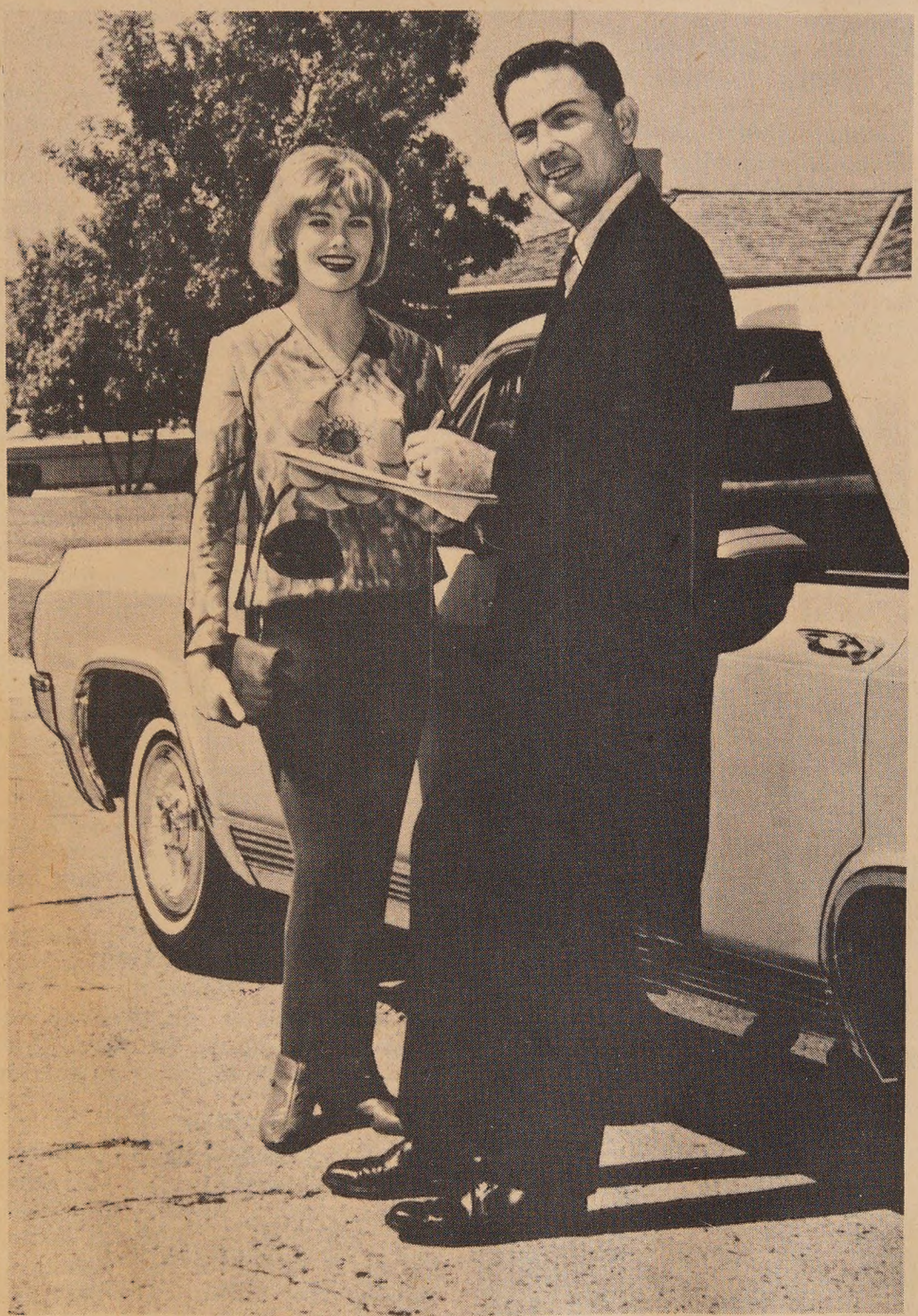

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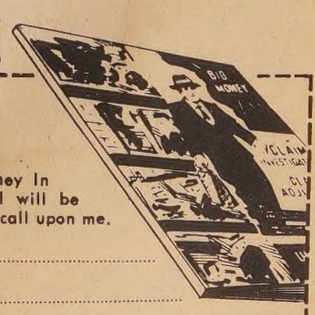

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THE MAIL CAR

where editors and readers meet

DAVID R. CONNOR has done it again. The photographer who made the color-slide used on our January cover also supplied our current cover picture. The locale is, or was, that part of the B&O's Buffalo Division which formed the Wellsville, Addison & Ansonia subdivision.

No. 3123, the B&O engine shown in the snowscape, was a hand-fired 2-8-0. She was pulling 7 cars eastbound west of Knoxville, Pa., on April 23, 1955, when Dave Connor made the picture. Dave lives at 28 Maple St., Addison, N.Y. 14801. That color-shot is one of 100 color-slides or photos of the WA&G that are available from the company known as 35 Slides, which protects the copyrights of Dave's photos. Any reader can get an enlightening list and sample 35mm slide by sending 35¢ in coins or stamps to 35 Slides Company, Green Mt. Falls, Colo. 80819. The company is owned and operated by Paul F. Garde, who was No. 37 in our series of *Interesting Railfans.* ●

OVERSEAS. Competing with seven other beautiful rail-girls in the final judging, Christine Wotherspoon, a 22-year-old lassie with brown hair and brown eyes, has won the coveted title of *Miss Rail News*, sponsored by the British Railways newspaper. She lives in a Glasgow suburb at 46 Aitcheson St., Airdrie, Lancashire, Scotland, and is a clerk in the BR accounts department.

Her father, who died three years ago, was a locomotive driver for 45 years. "When I was a child," Christine writes, "he would take me to watch the trains and tell me their names and where they were going. This aroused my interest in railways to such an extent that in May, 1960, I joined the BR staff at Scottish Region headquarters."

Her hobbies are traveling, skating, swimming, dancing, reading, and fashions. She belongs to an amateur dramatic group and the Transport Salaried Staff Association and is secretary of a local youth club.

"Being chosen *Miss Rail News* is the most exciting thing that has ever happened to me," she exults. "I meet many interesting people in travels all over the country. Also, I correspond with railway workers in foreign lands."

At Bordeaux, France, a farmer whose cow was killed when it strayed on to a railroad track, was fined $260 for a delay the dead animal caused to the French railroad.

The electrified route mileage on the Italian State Railways is now 4,910, following completion of a 30-mile link between Milan and Mortara.

A nice Australian steam railway calendar for 1966 is available from the Association of Railway Enthusiasts, Box 4810, Mail Exchange, Melbourne, C.1, Victoria, Australia. Price is 75¢.

German Federal Railroad operates rail excursions for high-school students. Each train's destination is kept secret beforehand. Included are dancing, entertainment, games, and surprise visits to points of interest. This rail system also has increased seven-fold the fine for traveling on any German train without a ticket.

London's *Daily Telegraph* notes that Spanish railways are still using ancient steam locomotives, some over 100 years old, in switching service.

Christine Wotherspoon, Scottish lass, is the beauty queen of British Railways.

Japan's one-stop Hikari trains, now averaging 101 mph on the 320-mile stretch between Tokyo and Osaka, have made world rail history. These are the first regular 100 mph start-to-stop train timings.

Being tested by the French National Railways is a locomotive which was converted to AC generation by using a three-phase alternator supplying power for DC motors through silicon rectifiers.

1964-65 the (Eastern) German State Railways increased the capacity of their freight routes by one-third. This was achieved by expanding siding and other accommodation at the frontier stations and by augmenting train ferry services across the Baltic.

Automatic train control is to be installed for the first time in India on two sections of the Eastern Railway. ●

CLOSEST CALL of his 47½ years in Pennsy engine service involved a near-collision between his speeding freight and a loaded passenger train. It happened in the summer of 1946, according to James M. Watson, retired hogger, 202 Clarendon Ave., Pikesville, Md., who writes:

"My train carried 140 cars, all perishables, operating with two P5A electric motors in multiple. Between Wilmington, Del., and Philadelphia the route is four tracks—No. 1 for passenger and No. 2 for freight. As I approached the Brill Interlock with a clear signal on No. 2 track, a passenger train passed me on No. 1 at 85 mph. A minute later my signal suddenly went to stop.

"A half mile ahead was the passenger train stretched out through the interlock, apparently after running through a red signal. I came to a stop only two car-lengths ahead of the interlock! There were 600 people in the 16 coaches on that train." ●

TWO fast-thinking young ladies, Miss Linda Braxton, 19, and Mrs. Edna Nelson, colored residents of Como, Miss., have been given Illinois Central medals of honor for their actions in assisting two brakemen injured in a train-truck crash near Como, which ultimately claimed six lives. They also received a check representing donations from Memphis Division employees.

Linda lives almost opposite the point where the 15-car IC freight hit a gasoline transport truck last July 1. She said later that upon hearing the crash and explosion she looked outside and saw a man in flames running toward her house. After the injured man had fallen in the Braxton yard, Linda and Mrs. Nelson extinguished his burning clothing and undressed him. As he was being carried from the scene, Linda said they saw an-

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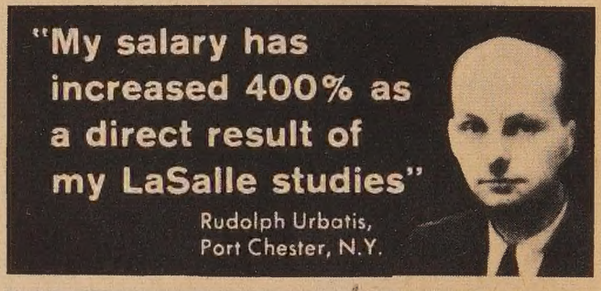

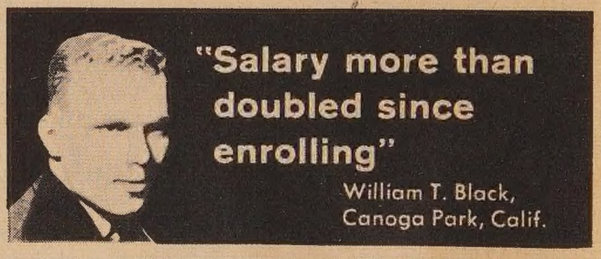

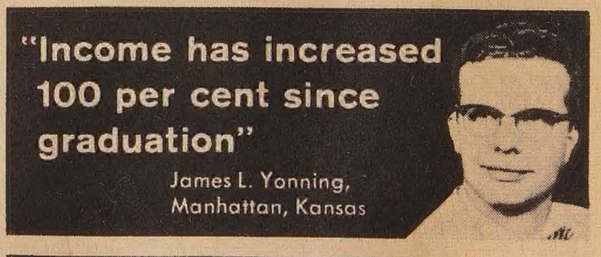

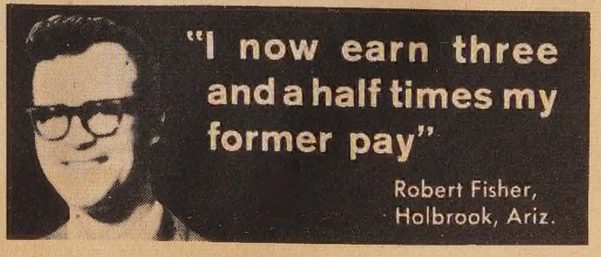

LA SALLE EXTENSION UNIVERSITY

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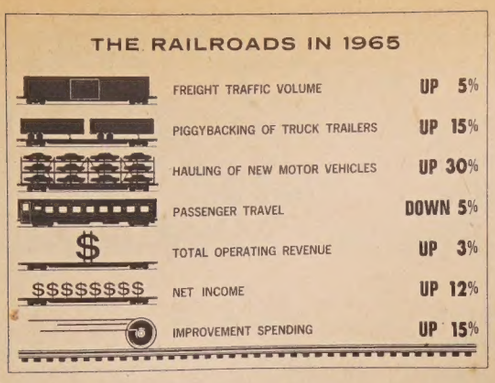

other man with his clothes burning running from the wreck.

"He fell down and I went over and undressed him and helped him to our house, where we put a sheet around him," she added. "I was sure scared, but I just did what I had to do."

According to a witness' account, the truck had crossed the railroad track and had turned around and started back across the right-of-way and into the train's path. Crewmen killed were: John J. Covington, conductor; W. F. Ferguson, fireman; Marlin C. Wilkey, engineer; L. L. Russell, flagman, and R. A. McCain, brakeman. The truck driver was also killed. Both heroines had their hands burned. ●

PERSONALITIES. A special train took ex-President Eisenhower from Fort Gordon, Ga., to Washington, D.C., and from there an Army ambulance moved him to Walter Reed Army Hospital, which he has since left. Newsmen were forbidden to photograph any phase of this trip. Mrs. Eisenhower and others rode the same train in an Atlantic Coast Line business car.

A check for $1,000 was presented to John F. Weaver, 1924 Middle St., Sharpsburg, Pa., on his 96th birthday by the Pennsy's Mutual Benefit Association. This grand old man entered railroad service Sept. 22, 1888, as a clerk in the master mechanic's office on the then Conemaugh Division. He resigned in 1901 but returned a year later as a machinist at 23 cents an hour.

From 1904 to 1906 he was acting or assistant roundhouse foreman. Resigning again in 1906, returned in 1910 as a machinist and remained with the PRR in various capacities until his retirement Oct. 16, 1939. The $1,000 check was an insurance payment of a "death claim" to a living man reaching age 96, which MBA has done only 5 times in its 51-year history.

"Your December issue had a note from Dave Tremblay naming many fathers, sons, and brothers employed by one railroad," writes M. M. Carmack, retired boomer, Colwater, Ohio. "The following men worked for the old Cincinnati Northern, now a New York Central branch running between Jackson, Mich., and Cincinnati: All engineers: 3 Kouts brothers, 3 Marsh brothers, 2 May brothers, 2 Bell brothers, 2 Welch brothers, and 3 Millers (father, son, and grandson; the grandson had an engineer uncle named Lee Craig). The same road had 3 Blake brothers, all conductors."

"Seventy years ago," recalls Aaron E. Devaney, 1943 Kissingbower Rd., Augusta, Ga., who has been a member of the Brotherhood of Railroad Trainmen for 55 years, "I was a brakeman on the Georgia Railroad. I rode on top of the cars, for they had no air-brakes. The engineer blew the whistle when he was about to apply the brakes and when I heard the whistle I hand-braked the cars. And 64 years ago, when I made engineer, if the firemen were in short supply (and I wanted to keep my job) I had to double the road; we had no hours-of-service law or contract."

Designer of some of Britain's most successful steam locomotives, Sir William Stanier died recently at age 89. His career began at Swindon works in 1892 and he rose to be works manager there. But it was as chief mechanical engineer of the LMS, from 1931 until 1944, that he achieved his greatest triumphs. Sir William developed and introduced many types of loco, ranging from the 2-6-2 tank to the passenger 4-6-0 Coronation class—one carried his name.

Among the most notable trips made by Herman Styles, retired Illinois Central engineer, 2915 Bon Air Lane, Louisville, Ky., was his assignment on a special train carrying the body of late Alben Barkley, former Vice President of the United States. ●

CANADIAN NATIONAL train crews are getting modernized uniforms. Replacing the old historic dark blue, with gold or silver buttons, is charcoal gray, a single-breasted model with plain buttons for both conductors and trainmen.

The conductor will have two conspicuous gold bands on each sleeve to denote the highest level of command in train service, a broad gold band on his cap and a gold CN symbol on the jacket. The trainman will have a single silver band on each sleeve, a silver band on his cap and a silver CN symbol.

Bowing out are the white jacket and black bow tie of waiters, parlor-car attendants, and porters. Coming in are bright red cotton jackets with black piping and black, four-in-hand ties.

The dining-car steward will wear a light gray worsted jacket with black piping and charcoal gray trousers.

Off-train employes also will sport new attire. The stationmaster and his assistant will wear a charcoal gray suit with gold trim. Gatemen, ticket collectors, baggage staff, and other employes at major stations will wear silver trim.

Ticket salesmen in most major CN stations already are decked out in new outfits—a bright blue jacket with white CN insignia. ●

BREVITIES. The Pennsy has ordered 2,064 additional new freight cars at a cost of $41.6 million, thus raising above $90 million its commitments for new rolling stock this year, including 100 diesels and more than 3,500 freight cars. That's fine, but what about passenger service?

Louisville & Nashville announces a $21 million program for the acquisition of general purpose boxcars and locos and rebuilting part of its boxcar fleet.

The longest commercial run for a unit train will soon start. The Aluminum Company of America will operate a weekly, 50-car train of aluminum covered hoppers between their bauxite refining works at Mobile, Ala., and their smelter at Massena, N.Y. The route is GM&O to East St. Louis and then on New York Central to destination, a 3400-mile round trip! Right now 110 new cars are being built (two 50-car trains and ten spares). Each train will haul 5,300 tons of aluminum ore. ●

AN ITEM carried in the Omaha *World Herald*, reports A. H. McKenzie, Albion, Neb., shows that in Omaha and most cities it costs around 12 cents a mile to drive a car, on the basis of 10,000 miles a year. The figures come from a survey made by a firm of auto cost consultants. Most expensive is Boston, average 16¢ a mile, followed by New York, 15¢.

The cost figure takes into account gas and oil, maintenance, insurance, license fee, and depreciation. The expense drops for mileage above 10,000 miles a year. This information should be of vital interest to rail workers, as well as others, who use their cars to and from their jobs, or as a function of their employment. ●

THANKSGIVING EPISODE. "While in Cheyenne, Wyo., waiting for the turkey and all the trimmings," writes Mel Swansick, 6430 Xavier Court, Arvada, Colo., "I decided to visit the Union Pacific's huge roundhouse there. After tramping around the yards a while I was shown an open door on the west side of the ancient roundhouse. Previously, this door had been padlocked for some time because two precious steam locomotives were stored there. It was my great joy to see them both, Big Boy No. 4023 and a Challenger type, No. 3985. I can't tell you how glad I

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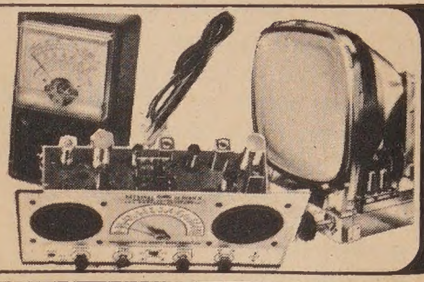

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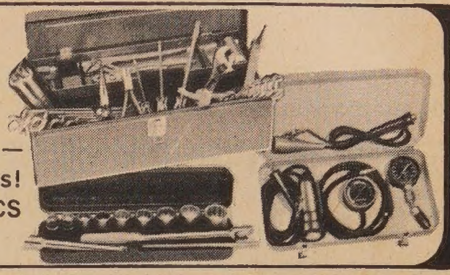

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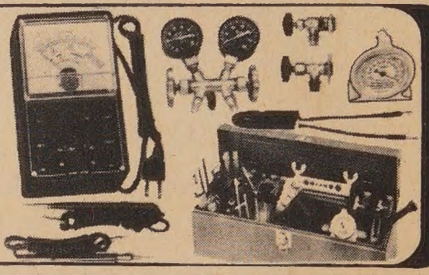

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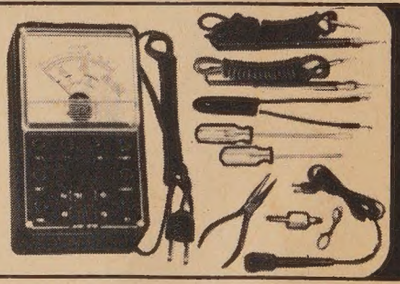

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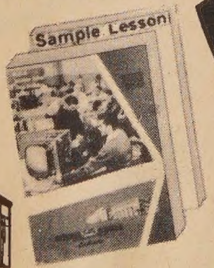

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was to learn that the UP had kept these two great engines safe from the blowtorch. I understand they will be fired up again to run in the May, 1969, centenary of the driving of the golden spike which linked the UP with the old Central Pacific. Well, after that I had a real keen appetite for a Thanksgiving feast." ●

INTER-CITY railroad passenger service is "a valuable national asset" and action "should be taken now to halt the accelerating deterioration of the service and to insure its continuation," Chicago attorney Anthony Haswell claims in a petition submitted to the ICC.

Mr. Haswell points out that the number of passenger trains in service is estimated to have declined from 11,000 in 1946 to 1300 in 1964. Passenger cars numbered 38,273 in 1946, he reports, while in 1964 the number was 21,520.

The affiliated Chesapeake & Ohio and Baltimore & Ohio tried a new wrinkle by selling Chessie travel certificates for use as Christmas gifts. The certificates provided paid transportation and other travel services. Yes, the C&O and B&O really want passenger business.

Increased Illinois Central passenger service between DuQuoin, Ill., and St. Louis was celebrated by approximately 200 DuQuoin residents in a special trip to the Gateway City. St. Louis civic leaders greeted the visitors. ●

CTC A Canadian National project that began 8 years and 3,500 miles ago has been completed with the installation of centralized traffic control on the 236-mile segment of its main line between Edmonton and Jasper, Alta., in the Rockies. The Canadian National can now boast the only complete railway protective signaling system in North America that runs from the Atlantic to the Pacific! It is, in fact, the largest CTC program undertaken by any railroad.

CTC is remote-control train operation featuring one man at a panel in a strategic location, manipulating switches and signals over a stretch of more than 100 miles of track. CTC-controlled single track, with well-positioned long sidings, can handle 80 percent as much traffic moving in both directions as double tracks.

During World War II, the Canadian National's CTC in the Maritime Provinces was a closely guarded secret. Blacked-out troop trains, freights heavily laden with munitions, and hospital trains ran on single lines in fantastic numbers with the aid of the magic eyes and control consoles at Moncton and Halifax. ●

John C. Illman, 7400 Errol Drive, El Cerrito, Calif.

Midwinter 1949: Ten-wheeler 2322 trundles Southern Pacific local freight through San Mateo, Calif.; the crossing watchman in his little shanty has just lowered the safety gates while the signal maintainer (at the right) is checking on the block signal.

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

DON BOLANDER, Career Institute, Dept. 3B, 30 E. Adams, Chicago, Ill. 60603
Please mail to me, without obligation, a free copy of your 32-page booklet,
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PAYS YOU $100 A WEEK, WHICH IS $14.28 FOR EACH AND EVERY DAY YOU REMAIN IN THE HOSPITAL, EVEN IF YOUR ACTUAL EXPENSES ARE LESS! HALF BENEFITS ARE PAID FOR CHILDREN UNDER 18 AT REDUCED RATES. For example, an adult confinement of 3 years duration would provide benefits of $15,600.00.

Don't wait until unexpected sickness or accident puts your loved ones in the hospital! These expenses are now at an all-time high. Your family needs as much protection as possible. The tremendously high costs of hospitalization, medical expenses and doctor bills may put you hopelessly in debt. Be adequately insured.

Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

WHY THIS SPECIAL OFFER IS MADE

Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

** GUARANTEED RENEWABLE

Your protection cannot be cancelled or benefits reduced because of increased age or change in health — only you can cancel it. This policy is Guaranteed Renewable as long as the premium stated in table of premiums is paid, and even provides you with a full 31-day grace period. Premiums can only be changed when done for all policyholders in your state.

NO LIMIT ON THE NUMBER OF TIMES YOU CAN COLLECT

There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

HELPS YOU GET THE BEST HOSPITAL CARE

Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

SPECIAL COVERAGES MAY BE ADDED

At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

SPECIAL OFFER.. $1

COVERS YOU AND YOUR ENTIRE FAMILY FOR THE FIRST MONTH. AFTER THE FIRST MONTH, PAY THE LOW PREMIUMS LISTED BELOW.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
50 to 54	3.50
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60 to 64	4.50
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1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.'

Full Name of Applicant _____ Sex _____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.						
2.						
3.						
4.						
5.						

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19__

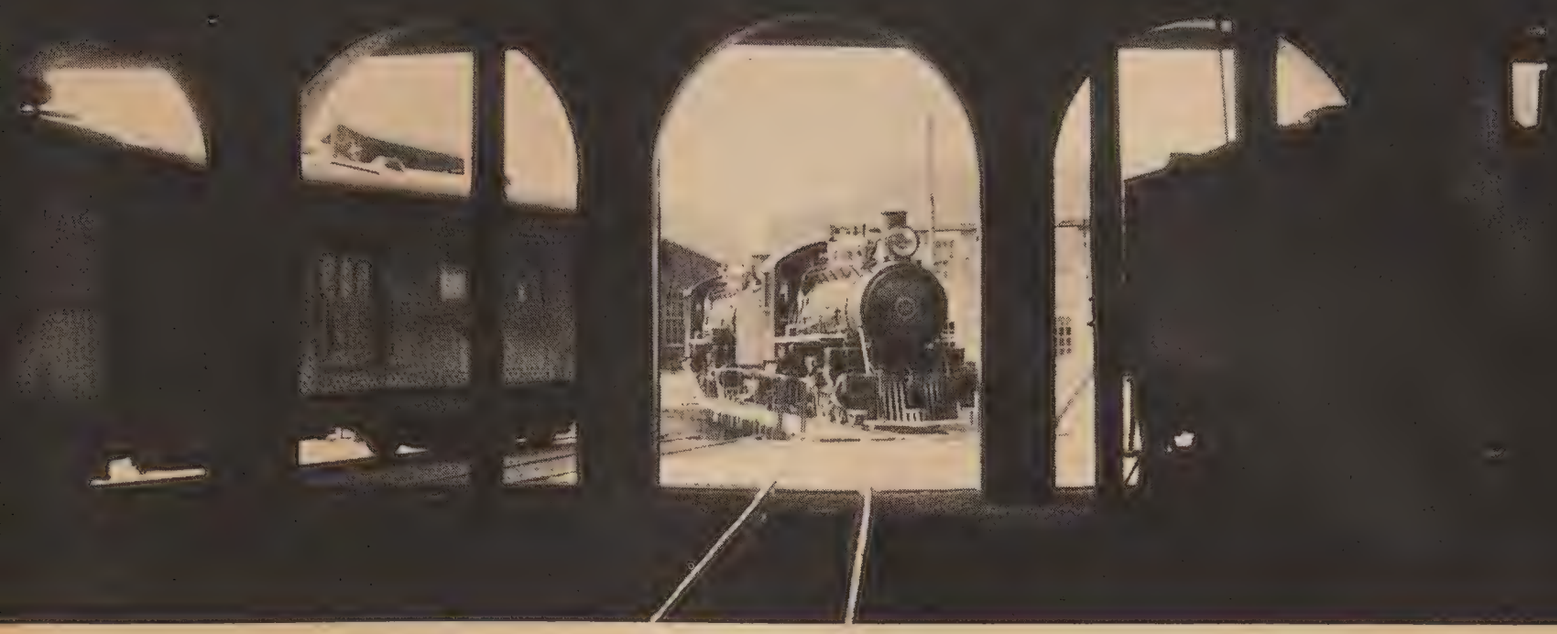
SIGNATURE _____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign

WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐ Adult Benefits for Children ☐ Maternity Benefit Rider ☐

Photos of the Month



Steam power today on East Broad Top Railroad: seen through old enginehouse doors at Orbisonia, Pa., are Nos. 12 and 17.
Photograph by Dan Fink, Athens, Ohio

Jim C. Seacrest, 2750 Woodscrest, Lincoln, Neb. 68502

Here's a real oddity: a major railroad still using a stub switch—a *three-way* stub switch, at that! This venerable equipment is located at 21st Street in Colorado City, Colorado, on a two-mile spur of the Denver & Rio Grande Western Railroad.

MEMORIES OF WINTER

As we go to press, the above scene at a Baltimore & Ohio passenger station is being repeated at many places in U.S. and Canada.

Photograph by the B&O

Two Maine Central brakemen, Bob Gibbs and Halsey Chandler, trim Christmas tree on their caboose in Rigby yards.

Maine Central photo

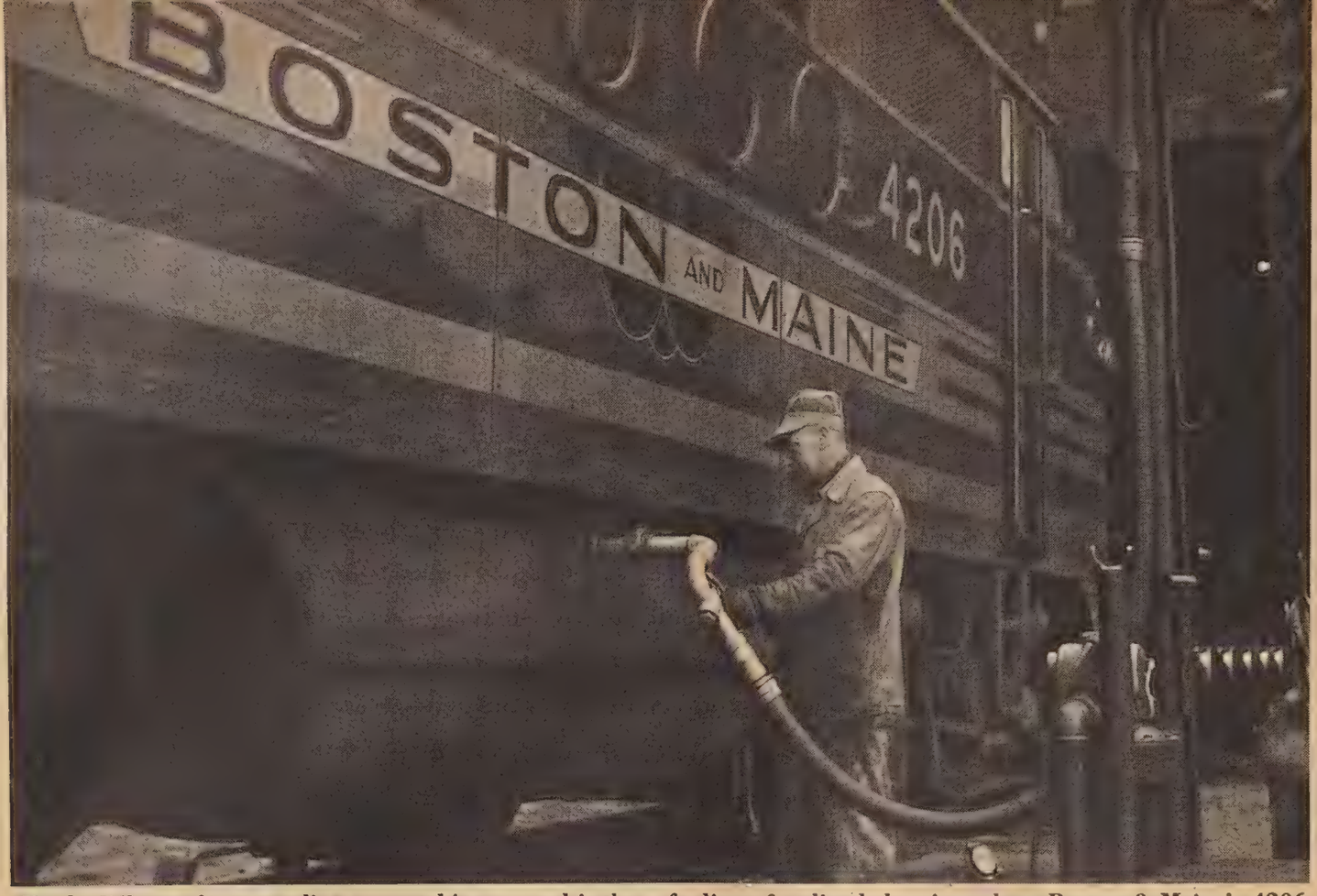
MEN LOAFING

Three *Railroad Magazine* authors, all railroading veterans: (left to right) H. L. Kelso; William F. Knapke, author of forthcoming caboose book; and the late Harry K. McClintock (Haywire Mac).

Warren Erwin, an East Broad Top hostler, poses with engine 17.
Photograph by Dan Fink

Photo by Southern Railway

Southern Railway workmen take time out while cleaning up damage wrought by hurricane Betsy at milepost 9, New Orleans.



Vastly different from wooding up or taking on coal is the refueling of a diesel-electric such as Boston & Maine's 4206.

MEN WORKING

Earl Painter, fireman, swings back the water spout after filling the tank of No. 15 of East Broad Top. We don't know what the hogger is doing alongside his engine.
Photograph by Dan Fink

Unloading mail at Menlo Park, California, from train 151, a Southern Pacific local running between San Francisco and San Jose, 47 miles. The date was August 15, 1957, before the Post Office Department at Washington began making drastic cuts in the movement of mail by rail.
Robert Field, 107 Stanyan St., San Francisco 18, Calif.

Union Pacific 4-8-4 No. 844(4) gets a drink at Laramie, Wyoming, on Rocky Mountain Railroad Club trip last October 17th.
Ron Morse, 893 Linda Vista, Banning, Calif.

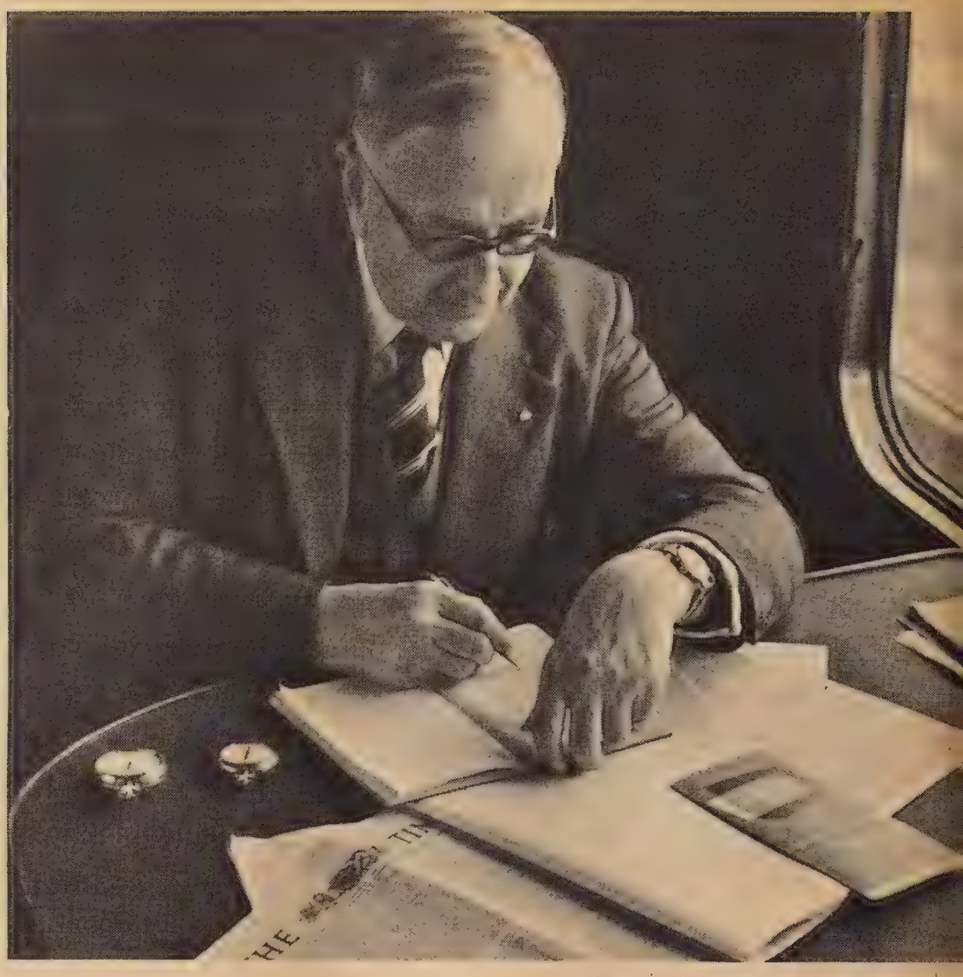
Don Scafe, Project House 1-D, College Sta., Texas 77840
Feb. '65: Fireman uses waste to polish the boiler of 2-8-2 No. 14 (Baldwin '23) on the Moscow, Camden & St. Augustine. (A few days later, a diesel pushed the 14 into retirement.)

2,000,000 Miles by Rail

Interesting Railfans No. 39

CECIL J. ALLEN

by Freeman Hubbard



C. J. recording times and speeds on a special run with 350 schoolboys of the Crusaders' Union, a religious group in which he is active.

Photograph by Raymond W. Elgar

READING Cecil J. Allen's new autobiography, *Two Million Miles of Train Travel,* filled us with wonder at the scope of one man's achievements. Even if the author had done nothing but pile up so many miles as a rail passenger and keep a record of those journeys he would still be unique. But on top of that, he was employed by a major railway on full time continuously for 43 years and contributed much to that company.

In addition, he is an authority on iron and steel; on steam, diesel, and electric locomotive performance and economics and on speed records. He has delivered hundreds of lectures and radio talks, has edited magazines for years, has spent considerable time in religious work as a labor of love, including church organist, and is a director of a large publishing house. He is also a photographer. Finally and more striking is the fact that he has written a total of 40 hard-cover books and over 750 more-or-less technical magazine articles, 535 of which ran consecutively in the same monthly periodical, setting a journalistic record!

If any railfan on earth is more interesting than No. 39, we don't know his name. He says in his autobiography:

Judging by the correspondence that I receive constantly in connection with my locomotive articles, some of the younger readers may have been tempted to think, I fancy, that the major part of my time has been spent luxuriously in trains, watch in hand, with no other occupation than that of recording train times and speeds for publication. This book may help them to realize that although the train travel has now extended to the more than two million miles of the book's title, this has been no more than incidental to other activities.

The first overseas personality in our series of *Interesting Railfans* was born January 25, 1886, in Lower Clapton, England, near the tunnel carrying the Cambridge line of the then Great Eastern Railway under Hackney Downs. His father, John Freeman Allen, a shipping agent, used to hoist the lad onto the parapet of that tunnel exit so he could see the locomotives and trains that sent up billowing clouds of gray smoke. In his new book C. J. recalls:

This tunnel mouth has a sentimental interest for me also, for immediately above it stands the Baptist Church in which my wife (the former Miss Lily Charlton) and I were married in 1912.

Even as a small boy he liked to watch trains, sometimes through a small astronomical telescope set on a stand that his parents owned, and he soon acquired the apt nickname of "Puff-puff Allen."

At about the time I was dressing, some of the early trains, which were non-stop from Hoe Street, would come tearing down the gradient from St. James Street, with the rods coupling together, their four-foot driving wheels lashing around *prestissimo* at a speed which I avow was often nearer 60 miles an hour than 50.

His education began at the Grocers' Company's School on Hackney Downs, "an ideal school for train watching." He recalls his impressions of one engine, No. 1900, the *Claud Hamilton,* "in my youthful eyes an almost incredibly imposing giant of a 4-4-0," that he saw one March day as a schoolboy:

A dazzling vision indeed was this of Royal blue, vermillion coupling rods and buffer-beam, shining brass beadings around the splashers, the four openings in the secondary splashers and the side-windows of the new and elegant cab, brass ring around the junction between boiler barrel and smokebox, copper chimney cap, and broad polished steel ring encircling the front door of the smokebox.

In that same year, 1900, a visit to the Isle of Wight and a ride on its railways prompted Puff-puff Allen at age

Britain's famous *Cornish Riviera Express* in steam days, with a Great Western 4-6-0 King class locomotive, roars non-stop from London to Plymouth, 225½ miles. The train's weight upon leaving London was 545 tons but this is reduced intermediately by the slipping of coaches from the rear. Cecil J. Allen is seen standing on the footplate, looking out of the cab.

Photograph by M. W. Earley (All photos in this article came from Allen's Autobiography.)

14 to write his first article, on the island's locomotives, which was submitted to and curtly rejected by the *Locomotive Magazine*. Three years later he managed to get a position as junior draftsman with the Great Eastern Railway, thus beginning a railway career that lasted 43 years. He writes:

Pay in those early days was on a modest scale, very modest. With my technical training, I was expected to use the differential calculus, to make a survey, and even to design a bridge, at 15 shillings (approximately $4) a week! I still derive not a little pleasure, when traveling down the Cambridge main line, at seeing two of the bridges which did first take shape on my drawing board —in these straitened financial conditions!—still proudly standing up and doing their duty. One is the pair of flood spans on the London side of the girder bridge carrying the up goods (freight) line across the river Lea at Tottenham South Junction; and the other is the girder span which forms the centre part of the unique three-way road bridge at Broxbourne Station.

C. J. liked to take long bicycle trips on summer Saturdays westward from Broxbourne in order to watch trains along various main lines out of London, and later enjoyed several vacation tours awheel in the scenic Scotch highlands. Meanwhile, in 1908, a junior travelling inspector of materials on the Great Eastern resigned and the chief of the Engineer's Department offered the opening to Cecil with a raise in salary. Quoting again from the autobiography:

To one with such a love of railways as myself the unlimited travelling would be a major attraction; and though my knowledge of iron and steel was no more than elementary, he calculated, no doubt, that I should soon be able to pick up the principles of working, and so become an adequate watchdog for the quality of the company's purchases. Well, he was right; I accepted the appointment with both hands, and thus took up a task which, with one brief intermission, was destined to occupy all the remaining 38 years of my railway life.

And so, at age 22, Cecil Allen was presented with permanent passes over 15 railways, a "magic carpet" indeed for any railfan. That, of course, was in the days before Britain's rail lines were nationalized.

Most of the passes were made out to "An Inspector" and therefore conferred the very considerable privilege, for one so young as myself, of first class travel; the Midland and Great Western Railways, however, insisted on names, and this meant the third class accommodation . . .

So began a life of movement which to the present day has extended to more than two million miles of train travel; and no occupation could have proved more congenial. Even yet there is nothing more pleasant to me than to settle down in the corner of a comfortable compartment in a long-distance express, and to realise that some hours lie ahead of me in these surroundings. To see the country itself has always been an attraction; added to that has been the railway interest, the ability to keep in touch at first hand with all new railway developments, and, above all, the pre-

occupation with locomotive performance, for from the first I began to time all the trains by which I traveled.

Young Allen soon found that rail inspection was a lengthy business. In those days it was customary for the inspector to be on hand during at least part of the time that his rails were being rolled, in order to check the accuracy of the section. During part of World War 1 he was stationed in London and exposed to the German bombing of that city. On one occasion he actually felt and heard "the air pulsating with the tremendous cannonading that was taking place on the other side of the Channel, near the French coast." Meanwhile, at age 22, he had made a second attempt to enter the world of journalism, this time with an article on "Great Eastern Expresses," which the *Railway Magazine's* editor accepted and published.

So began a connection with the *Railway Magazine* which was destined to extend over half-a-century; more important, I had entered a realm which was to absorb a large part of my energy for the rest of my life.

In the October, 1931, issue of that magazine he began to contribute an annual feature, a table setting out all the fastest runs in Great Britain, timed from start to stop at 55 miles per hour and over but which shortly afterward he limited to 60 or faster.

There is little question that these annual articles, entitled "The Fastest Trains in Great Britain," helped to create this mile-a-minute urge; moreover, they stimulated the compilation by Donald Steffee of similar United States speed tables in the American *Railroad Magazine* . . .

Donald M. Steffee, who is a Railway Mail clerk living in Brooklyn, N.Y., launched his own surveys in our magazine in October, 1936, where they were well received by the readers; many years later they were transferred to *Trains* magazine.

Mr. Allen wrote us in a personal letter: "In my judgment, Donald Steffee is the world's greatest expert on railway timetables." Don admits his indebtedness to the English *maestro,* saying: "I can never hope to attain the vast wealth of experiences and background he brings to the study of schedules and train-speed statistics. Although I disagree with Mr. Allen on some rather minor points of presenting speed figures and have introduced innovations of my own as the *Annual Speed Survey* series progressed, there are times when I feel like a pupil at the master's feet."

The subject of this sketch finds train timing an "absorbing occupation" and recalls the watches he has used.

On my twenty-first birthday in 1907 my parents had presented me with an Omega chronograph with centre-second stop-watch action, and this I used for train timing purposes continuously for just over 40 years, by which time it was just about worn out.

After my *Railway Magazine* articles had continued for a number of years the Venner Time-Watch Company most kindly offered me a split-second stop-watch, making possible the timing of consecutive, instead of alternate, quarter-miles up, say, a long continuous climb, and followed this up shortly afterward by the gift of another stop-watch reading to one-tenth of a second.

In 1948 I purchased a Longines wrist-watch with a very clear dial and a sweep second-hand, which has been my stand-by ever since the demise of the Omega, and much easier to handle and read on, say, a locomotive footplate than any pocket watch; moreover, it has proved a near-perfect timekeeper, seldom requiring the hands to be adjusted to a single minute.

During his travelling life Cecil Allen has been privileged to be a passenger on most of the British runs which made historic speed records. Although train timing formed no part of his official duties, the London & North Eastern recognized his status as an authority on the subject and it was under instructions that he accompanied certain trains of that railway in order to make a record of times and speeds. Other rail lines also invited him to be aboard their trains when anything out of the ordinary was to be attempted. Here are two brief excerpts from his autobiography:

Well, on we tore, with speed never less than 105 m.p.h. at Langford, up to 112½ again before Sandy, 104½ over the "hump" at St. Neots, and all but 110 again as we swept down towards Offord. . . . the journey was an amalgam of concentration, excitement and apprehension that has left its indelible impression on my mind.

However, he missed the really big day in 1938 when one of Sir Nigel Gresley's Pacifics, the now-famous *Mallard,* attained the almost incredible speed of 126 miles per hour. This is widely ac-

knowledged as the world's record for steam power, although many Americans, not including Don Steffee, insist that the Pennsylvania Railroad's 7002, an Atlantic type, hit 127.1 near Ada, Ohio, back in 1905. So far as we know, no diesel loco has ever come near that mark. Sir Nigel had sent Allen a personal invitation to ride behind the *Mallard* that day, but Allen did not accept.

. . . unhappily the trial was to take place on a Sunday, and throughout my life, unless travelling has been unavoidable in connection with a speaking engagement, I have tried to keep the first day of the week free for the purpose for which it was ordained. Moreover, on this particular Sunday I had an engagement to speak which I did not feel entitled to break.

To us, the most absorbing sections of *Two Million Miles of Train Travel* are those dealing with steam locomotives—in fact, the major part of the book—but we also recommend the other chapters, particularly "Iron and Steel," "The Steel Rail," "In Diesel and Electric Driving Cabs," "Switzerland," "Railways in Miniature," "Journalism," "The World of Books," "The Lecture Platform" and one about his career as a radio broadcaster. The author writes:

In recent years it has been the diehard steam enthusiasts who have been unable to see anything good whatever in diesel traction, and who have condemned root and branch what I have written in favour of diesel performance and economics. . . . As to diesels, I have had as much affection for steam traction as any man could have, but I realise that I have got to grow up . . .

The top diesel speed he knows of was 133.5 m.p.h., June 23, 1939, made with a three-car German unit between Berlin and Hamburg. This surpasses steam's alltime record. "Also in Germany," he adds, "in 1931 a gas-driven 4-wheeled car 95 feet long was worked up to 143 m.p.h. by means of a propellor; but this was a freak, and nothing more was heard of it."

Photograph by Cecil J. Allen

View of C. J.'s *Ewhurst* 1¼"-gauge garden railway, showing his *Flying Scotsman*.

The *Flying Scotsman*, 393 miles London-Edinburg in 5 hours, 55 minutes, with Britain's most powerful diesel-electric Deltic loco, touched 104 miles per hour when Cecil J. Allen last rode it.

Photograph by Eric Treacy

A man of Cecil Allen's stature naturally gets mail from all over the globe. One letter which pleased him a lot came from a man engaged in felling trees in the Australian bush, who wrote: "I have a 6 ft. by 8 ft. tent, and as company a kangaroo dog, otherwise I live and work entirely alone. My greatest treat is to lie in my tent at night, with my pipe and the old *Railway Magazine;* each copy is read through a number of times."

On April 6, 1955, when that magazine carried Allen's 500th consecutive article on "British Locomotive Practice and Performance," some friends gave him a dinner in a Westminster hotel. Among those attending were railway experts, prominent clergymen, musicians, representatives of the iron and steel industry, and various other persons who had been corresponding with him. The dinner brought up old memories.

In that same room he had seen, for the last time, the late George Campbell Morgan, an eminent Nonconformist preacher, to whose sermons C. J. and his fiancee, who later became his wife, often listened. This preacher had five sons, all of whom entered the ministry and had churches in the United States. The oldest son, Kingsley Morgan, who had been one of Allen's correspondents before he crossed the Atlantic and settled down in Alabama, sent Cecil Allan a cablegram of congratulation in his hour of triumph. This message was read at the dinner. An interesting sidelight on the event is that Allen had previously established contact with Kingsley Morgan's son, David P., the editor of *Trains* magazine, published in Milwaukee.

David told us in a personal letter: "I suppose Cecil J. Allen was the first railroad by-line I ever encountered. My father, who is from England, has been reading Allen religiously for decades, so his name was a household word to me from childhood. I finally got to meet the man in 1958 when he was kind enough to ride up to London from Bristol with me on the *Bristolian,* which was at that time the fastest train in Britain and still steam-powered. We touched 96½ m.p.h. on the way up and of course the experience was made all the more memorable for having England's grand old man of railroad literature on board.

"He's the only man I ever met who could accurately time a train without looking out the compartment window—he knows every mainline mile in the British Isles that well!"

The first of Allen's 40 books, *Modern British Permanent Way,* published in 1915, was a reprint of a series of articles he had written for the weekly *Railway News,* the oldest of all railway journals, with a history going back to 1844. Inspired by the young author's inspection work, it was illustrated with many photographs and more than 150 of his own drawings.

His latest book, the autobiography, has 232 pages, 6 by 9 inches, is amply illustrated with good photographs, many

Switzerland's last steam railway is the cogwheel line from Brienz to top of Brienzer Rothorn, a climb of 5,515 feet in 4¾ miles. Maximum gradient 25 percent.

Prior to World War II, Allen rode and timed this German special train, pulled by streamlined 4-6-4, from Berlin to Hamburg. Between Wittenberge and Ludwigslust it hit 118 m.p.h. top speed.

of them made by the author, and is indexed. Published by Ian Allan, Ltd., it sells for 42 shillings in Britain and $11 in North America, being distributed on our side of the Atlantic by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y.; and it is selling very well.

"I have never been to America," Allen tell us, "though I have written a great deal about the railways of the U.S.A. My main impression about your trains is, of course, their size compared with ours; your enormous loads, of freight trains particularly, and your high sustained speeds over long distances. What a pity that the I.C.C. has now limited so many main lines to 80 m.p.h. maximum just when European countries (Great Britain included) have reached 100 m.p.h., and Japan 130 m.p.h. on its Tokaido line, as permissible!"

Regarding *Railroad Magazine* he writes: "The wide range of both your illustrations and text is good. You have certainly changed the format a good deal from the *Railroad Magazine* of the past and are using a better quality of paper, which gives excellent reproductions, I note that 'Barbara' is still answering questions with her invariable competence, though I fancy that by now she must be looking a little older than her charming photograph."

You are right again, Mr. Allen. We use that "charming photograph" as a trademark, so to speak. Besides, she prefers it that way.

Personally, railfan No. 39 is lean and a little under six feet tall, with a friendly twinkle in his gray eyes. Just turned eighty, he keeps physically fit "by the mercy of God," he says, and because he has no interest whatever in alcohol or tobacco, eats regular meals, and gets ample sleep at night.

"Another part of the recipe," he adds, "is plenty of work to occupy my mind, as people still seem to want to read what I write; and a lifelong contact with young folks." He also relies on "the unshakable resources of the Christian faith," to which he devotes a short chapter of his autobiography.

With typical English reserve, the book has only a few very brief mentions of his wife. "The greatest test of faith," he told us in a letter, "was when my wife was taken suddenly from me by a coronary thrombosis in 1963, just after we had got back from one of our best annual trips to Switzerland. Since then the presence of God and the wonder of true Christian friendships have meant more to me than ever before."

Allen has a deep fondness for mountains, especially the Scottish highlands and the Alps, and has given many illustrated lectures on them. His most successful book is *Switzerland's Amazing Railways,* first published in 1953, then reprinted, now in a fourth edition and still selling steadily. His next best, we think, is *British Pacific Locomotives,* a complete history of the development of the 4-6-2 type in his country, with all the snags and successes and high-speed runs. It, too, has a rather good market.

"I also enjoyed very much writing a history of my old line, the *Great Eastern Railway,"* he says. "This one went into three editions."

His son, Geoffrey Freeman Allen, followed the old *maestro* into British railway journalism, succeeding him as editor of *Trains Illustrated,* a magazine since renamed *Modern Railways.* Ever since April, 1950, C. J. has been writing a series of articles on "Locomotive Running Past and Present" for *Modern Railways.* For some years also, father and son have been directors of Ian Allan, Ltd., publishers of that magazine and of books by Cecil Allen and other railway authors, many of which *Railroad Magazine* has reviewed. *Two Million Miles of Train Travel* carries this paragraph:

I have been told by friends that the zenith of my journalistic career was reached in the year 1949, when, on August 10th, there appeared in no less a journal than *Punch* an article headed "British Motor-bus Practice and Performance," and sub-headed "With affectionate acknowledgments to Mr. Cecil J. Allen of the *Railway Magazine.*" It was a delicious parody of one of my monthly contributions, starting with a section on bus "practice," and then continuing with the detailed description of a "performance" on a run from Notting Hill Gate to Victoria Station, using all my tricks of language throughout. Of all the cuttings in my collection, there is none that I prize more than this one.

Allen is no Beatnik or Beatle fan. Among his aversions are "hairy young men with beards, long-haired youths in sloppy clothes, everlasting jazz and beat pouring out of the radio (though I dearly love real music), and people who act as if they think they know everything." He loves animals and regrets that being away from home so often prevents him from keeping a cat or a dog.

Politically and philosophically, Allen is a conservative. Answering our question as to how he'd like to be remembered, he said: "As a 'sticker,' one who could be depended on. For example, I wrote a series of monthly articles for the same magazine without a break for 28 years, 535 articles in all. And I have played the organ for certain religious meetings in London on all the Saturday evenings each February and November for 42 years. Furthermore, I edited the *Crusaders' Magazine,* a religious publication, as a labor of love for 28 years."

No doubt about it, Cecil J. Allen of 17 Ashdown Road, Epsom, Surrey, England, is a "sticker." ●

RAILROAD FEVER

true tale by Rockwood T. Roberts

I WILL ALWAYS remember that cold, snowy night in the winter of 1917 when I was a young fireman living at Worcester, Mass., bucking the extra board on the Boston & Albany, and the callboy burst into my living-room comfort with the news that I was needed for a snowplow run on short notice. My mother packed me a man-size lunch, including a thermos bottle filled with hot coffee; I dressed as warmly as I could, and headed for the engine-house over icy pavements.

My engineer, a tall, lanky fellow named Elmer Mitchell, was less fortunate. He had to drive in from a farm 25 miles away and did not stop to wrap up so much as a sandwich for himself, relying on his knowledge of quick-lunch places along the route the plow would take. Later on, he'd wish he had brought some food with him.

I was registering in at the office when Elmer picked up his toolbox and long oilcan and strode over to the engine. I had learned from my crystal radio set that a blizzard was due. Already the temperature had dropped sharply and hard powdery snow was dancing on the wind.

Our engine was an Alco high-wheeled 4-6-0, designed for dual service. Those engines steamed freely on little coal and, when kept under 40 miles per hour, rode like a cradle. We set out with high hopes. The hostler had filled our water tank to the brim and piled the coal high, spilling it over the tender gates onto the deck apron. With the hood and side curtains tucked in place, we backed into the yard for our equipment.

A yard goat got our train together, the caboose at the rear and the curved-nose Russell plow in front. Conductor O'Brien rode the plow, observing the signals and track conditions through a small round window. He had no means of communication with our engine except a straight air-brake for stopping and an air connection for supplying the large reservoir which controlled a scraper. The scraper was set between the plow's trucks and the huge wings that could be thrown out by valves which a section foreman and his crew handled.

We rode blind. The first leg of our run was up the west main to Charlton, about 20 miles on a grade less than one percent. The wind-driven snow became heavier and drifted. Our sliding side curtains and the canvas hood hanging from the cab roof to the tender tossed like a sail, opening at times to let the gale blow in a wave of snow. This bothered us but little, however, for the boiler heat melted it rapidly.

The wind howled and the night was wild but we enjoyed the trip as we kidded across the cab. Our front windows soon became plastered with flying snow and we could see no farther than the telegraph poles along the right-of-way. Elmer set his Johnson bar a few notches off center, with his throttle half-way on the quadrant, maintaining his scheduled speed of 20 miles per hour except through the cuts in the ledges where we encountered a slight buckling.

I was having it soft. The old girl steamed to perfection. A few scoops at a time was all I needed to keep the steam-gage needle upright and the pops humming. After an hour we pulled into a sidetrack. I opened the butterfly door and swept up the snow that had formed small piles around the reverse quadrant and grate shaker posts. The trip had been timed to perfection, for in minutes the red signal turned to yellow and then green as a westbound special of fifteen cars roared past. They were on the dot. The engineer gave us a couple of toots and his train vanished from our sight into the swirling gale.

At the summit stood a lone operator's shack and a wye. Our conductor went in for orders. As there was only a half-foot of snow on the ground and as two eastbound trains were running on time, the dispatcher instructed us to back to Worcester and plow up the grade again. This was okay with us, because the

caboose would be in the lead and all we'd have to do was drop the rear curtain, open the firedoor, and drift back the 20 miles in comfort. Conductor O'Brien would again be the pilot, straining his eyes ahead while I shared my sandwiches and hot coffee with Engineer Mitchell.

The crossover switches were lined and we started down the eastbound main. Our drop-curtain that closed the opening to the tender deck was still neatly rolled up as it had been all summer. I loosened the straps, letting it unwind to the deck apron. Firebox gases had rotted the canvas across the entire top. As the sheet dropped, a hellish wind filled the curtain like a balloon, ripping it across the top and turning the entire shade into a ragged heap.

My heart sank. Cold, blinding snow rushed into every corner of the cab. Elmer Mitchell let out a curse, raised an arm to protect his face, and drew his jumper tight about his neck.

"The sorriest day in my life was when I went railroading," he grumbled. "You're just a kid, Rocky. You should get out while you can."

"I will," I said glumly, looking and feeling very much like a snowman, "as soon as we finish this trip. Next time you see me I'll be in the office near a warm stove or maybe back working in the enginehouse. This is my last trip."

At the time, I meant every word. I'd heard of the "fever of the rail" and all that stuff, but I wasn't going to make a sap of myself again. We drifted helplessly downhill. The storm's fury continued. Parts of my clothing were damp and cold; my pants legs were stiff as boards. I kept taking off my gauntlets and slapping the snow away, and Elmer did likewise. Now and then one of us would get down to the deck, stand in front of the open firedoor, and let the snow melt off in a steamy cloud. After we had almost frozen to death, we approached the home board, Worcester tower, eased onto a spare track, and cleared the dwarf signal. The moment we stopped Elmer went into action.

"I'll tell that damned dispatcher something," he bellowed. "We're heading to the house for a new curtain!"

He slid the gangway curtain open, dropped to the ground, and waded up the tower steps through glistening snow midway to his knees.

But the dispatcher running the works had other ideas. He knew that if we went to the house he'd lose contact with us for a couple of hours. So he ordered Elmer to get a full tank of water and plow back up the grade ahead of the five midnight trains out of Boston. At Charlton he promised to turn us on the wye and we'd have no need then for the missing drop-curtain. Wet and shivering, we obeyed his order. With a plentiful supply of coal and water, we climbed the hill. The snowfall had thinned out.

At 1:50 a.m. all the special trains had passed. We turned our equipment around and were ready for home. The temperature was close to zero and the gale whipped around us fiercely but we had some protection now with the plow ahead and the buggie at our rear, we no longer needed the back curtain that we had shoved into the firebox. All was serene. We'd be back home, washed up, and in bed before sunrise. At least that was what we had planned as we drifted down the grade.

But midway between Charlton and Worcester stood the Webster Junction tower. Here trains could be diverted from westbound track, one of them across Track 2 and down a branch line to Webster, 18 miles away. As we approached the tower we felt the brakes apply from the plow. Elmer slid his side window open and, through the howling darkness, caught sight of a yellow board.

"The tower's home signal must be red," he said, and he was right.

A full application brought us to a stop. Then he whistled out the flag. Conductor O'Brien unloaded, yelling back, "I'll go up and see what's doing."

We watched him climb the flight of stairs, open the door, and quickly slam it shut. Shortly afterward he re-entered the cab in a rage, grasping a bunch of flimsies.

"There's an idiot at the desk in Boston," he yelled. "Here's orders for us to head for Webster and plow back toward the main!"

"I refuse to go," Elmer swore.

But he flopped back onto his seat with gloved hands palms up, like a man accepting defeat. For a few seconds, except for the wind whistling, there was silence. Then the two men decided to accept the orders. We backed down the branch line with the caboose in the lead. Snow had almost covered the fence posts. A man was a fool, I thought, to be out on a night like this.

We came to a broad expanse of farm land and a ledge sliced for the single track. The conductor in the caboose did not know it, but the cut had filled with snow to the height of a car. When we first hit it, the shock was soft and yielding. Elmer Mitchell widened his latch. The exhaust slowed and the reverse went into the corner. Then the exhaust bellowed and died as we came to a jolting stop as if we'd hit a rock.

I was flung off my feet into the sloping coal on the tender. "What happened?" I screamed.

Elmer threw the Johnson bar forward and again widened the throttle. We did not even take the slack.

"We're licked now," he said, and opened his window to glance back. On the caboose platform he saw the dim light of a lantern gradually lowered.

"I think we're on the ground," O'Brien said in despair, stamping his feet on the deck. At the open firedoor he warmed his hands as he pondered.

"I tried to pull ahead," Elmer explained, "but we're stuck solid. Let's all get out and shovel and make sure of what's happened." About then the pops began to sizzle, finally letting go with a roar. The engineer became alarmed. We had not taken water since leaving Worcester and it must be getting low. I grabbed my broom, ran up the sloping pile of coal, and lifted the manhole cover, heavy with snow, and dipped the handle into the tank. Returning, I held up the broom before the glowing fire. The water-mark showed a foot.

"Bank the fire quick!" the hogger ordered. "Cut down on the pump and generator and let them idle just enough to keep them from freezing. We must save all the water we can. If we hafta dump our fire out here we'll freeze every damn pipe and valve."

I followed instructions, covering the fire with green coal. Later I went along with the others shovelling snow until we were certain of what had occurred. We found that all four wheels of the buggie's leading truck were at right angle to the rails. There was nothing we could do at the time.

Elmer and I hurried back into the cab. We were not well prepared for such weather. My canvas gloves had leather palms but my hands were cold and though the long peak of my cap protected my eyes, my ears had accumulated a pile of nasty slush.

O'Brien followed us into the cab for a conference. "If we cut off the buggie," he asked, "do you think you have enough water to get back to the Junction with the plow?"

Elmer's eyes blazed. "The only way to find out is to try," he said.

I opened the valves to the compressor and generator real wide and ran the long hook over my fire. You could hear the blower as it came to life above the whine of the gale. The pin was pulled at the tender and, after a second try,

we backed away from the crippled caboose.

Plowing our way back to the main iron was not easy. The sanders had long since become plugged and useless, and when the going got rough the drivers would spin. Elmer kept things pretty well under control, but just when it seemed that we'd lick the storm bad luck broke again.

Near the junction rose a long hill. Elmer had to widen his throttle and drop his lever to keep going. The driving wheels whirled at a mad pace. He was helpless and so, at last, the engine came to a dead stop. To make matters worse, low water surged in the tank, breaking the injector.

The Junction tower was a quarter-mile away, smothered in white heaps. To the brakeman riding the left side of the cab Elmer shouted excitedly:

"Run up as quick as you can and tell the dispatcher we need the big hook."

Reluctantly the brakeman obeyed. When the water's motion in the tank ceased and leveled off we were able to prime the injector and get some water into the boiler. By being careful, we kept the ten-wheeler alive for the two hours the wrecking outfit took to reach us. What a thrill it was to hear the distant whistle and then to see them pull alongside of us! The trainmaster barging into our cab found us huddled on our seats, chilled to the bone. We were famished, too, for the lunch I had brought from home had been eaten long ago—divided among two men.

"You fellows all right?" the TM asked. "Where's your back curtain?" Then he noticed the piles of snow drifted on the deck and he pointed to the wrecking crew's diner which had stopped by our side. "Go to it! There's plenty of hot Java and baked beans and warm bread on the stove. Take your time."

After ten minutes we felt normal again and were back in our cab. The wreck outfit was proceeding toward Webster when our hogger, relieved with a satisfied belly, said in earnest:

"I only hope they have good luck and return in a hurry. I'd like to get back and have my rest so I can make another trip this week."

By that time the morning sun had poked its nose through an opening in the leaden clouds. I caught a smile on Elmer's weary face.

"Me, too," I said. "I could stand a few more bucks this period."

And thus it has gone over the toughest years. Once the railroad fever gets into your blood, my friend, nothing can drive it out. ●

Picture-stop at Bartonsville, Vermont, on a Green Mountain Railroad fantrip.
Photograph by Arthur T. Knowles

Estimating Train Speed

FOR 50 years or more some practical railroaders have been estimating train speed by counting the number of rail-joint clicks heard in 22 seconds, writes H. W. Stowell, P.O. Box 105, Albuquerque, N.M. For reasons not immediately apparent, this equals the speed in miles per hour. Because the trucks have two pair of wheels and the rail joints are staggered on opposite sides of the track, you should isolate the sound to count the clicks properly. You can do this by going to one side of the car near the end; then each loud double click counts one.

Railroad officials have used this method to tell if an engineer is exceeding the speed limit. On a district with a 70 miles per hour limit if the general manager hears 80 clicks in 22 seconds he knows the train is making 80 m.p.h. This is easier than clocking the mileposts and then performing the necessary computation, or referring to the tabulation furnished with employees' timetables. On welded track, however, you have to count telegraph poles or fence posts.

No matter what division of a mile is used, if the divisions are uniform there will always be a number of seconds in which the number of divisions (click or poles) equals the speed in m.p.h. The trick is to find out the necessary interval in seconds.

After some observations from diesels (with speedometer) and the construction of numerous tables, it was determined that if the lengths of the divisions of a mile, measured in feet, were multiplied by the decimal fraction .682, you would have the time interval in seconds in which the number of divisions passed equals the speed in miles per hour. Thus if rail-joints are 30 feet apart, 30 times .682 gives you 20.04, for practical purposes the number of them passed in 20 seconds equals the trains speed in m.p.h. If the rail-joints are 39 feet apart, the standard length, the time interval is 39 times .682 or about 26½ seconds.

By inspection, it looks as if you could prove this by elementary algebra and determine the factor .683 by mathematics. The reader, if interested in mathematical puzzles, is invited to try it. After working on this problem for half a day, horsing around with a slide rule, your writer came up with a clue: 3600 (the number of seconds in an hour) divided by 5280, (the number of feet in a mile) equals .682 (the desired factor), thus establishing a relationship between feet per second and m.p.h.

This, however, is not the proof needed. We recall that an algebra teacher told a dumb class, "Always let X equal something." Okay, we'll try it.

Let X equal number of feet in any division of a mile. Let V equal speed in feet per second. Let T equal the number of seconds required to go a distance such that distance traveled in feet divided by X equals miles per hour. The distance traveled in feet equals VT, so VT divided by X equals miles per hour, and T equals m.p.h. times X over V T equals m.p.h. times X over V (elementary algebra).

By elementary arithmetic it may be shown that m.p.h. multiplied by .683 equals feet per second. On the right side of our equation the train speed appears twice expressed in different units, miles per hour, and V that equals feet per second. To perform any algebraic operations on this equation you must put the speed in the same units, so multiply the right side of equation by .683.

T equal m.p.h. times X and V times .683 (Equation A) m.p.h. and V are now equal and may be cancelled out. Then T equals .683 X, or the time in seconds after which divisions passed (clicks counted) equals m.p.h. is .683 multiplied by length of division in feet. This is what we were trying to prove.

There are several tricky things about this problem. Note that distance traveled in feet divided by X equals the number of rail clicks heard when conditions of the problem are satisfied. You might say since m.p.h. times .683 equals V, why not cancel these equal quanities and leave T equals X? However, X has been previously been multiplied by m.p.h. To balance the equation and keep the time, feet, and m.p.h. in proper relation you must multiply and cancel as shown.

Thus, by putting science to work, you can save many hours of cut-and-try methods in solving problems. ●

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *I overheard a Nickel Plate gandy dancer refer to the "blind side" of a track. What did he mean?*

The side opposite the one where section men were working.

2 *Is there any difference between an "absolute block" and an "absolute signal"?*

Yes, indeed! The former is a block in which but one train or engine at a time is permitted. An absolute signal is a block or interlocking signal designated by an "A" marker or by the absence of a number plate.

3 *Print the words of poem entitled "Yard Lights of Home."*

Here they are, by Ed F. Noble:

The yard lights of home—they are looming just ahead,
The switches and the targets, gleaming green and ruby red;
A mammoth jewel-studded sign of welcome to the crew—
Watch your step, you hardshell bozos, for the run is nearly through.

The yard lights of home are the handsomest I've seen,
The red a little redder and the green a deeper green
Than the lights at Valley Junction or the targets down the line;
Not along the whole division are there any lights so fine.

The yard lights of home! Hear the wheels in rolling rime:
"We are getting nearer, buddy, nearer, nearer all the time!"

They rumble on the culverts and they rattle through the frogs
And they roar across the high bridge like an avalanche of logs.

The yard lights of home—how they holler through the night:
"There's a supper and a bathtub in the home of your delight,
And a youngster, and a woman waiting for you with a smack,
And a spell of solid comfort—till the callboy hails you back!"

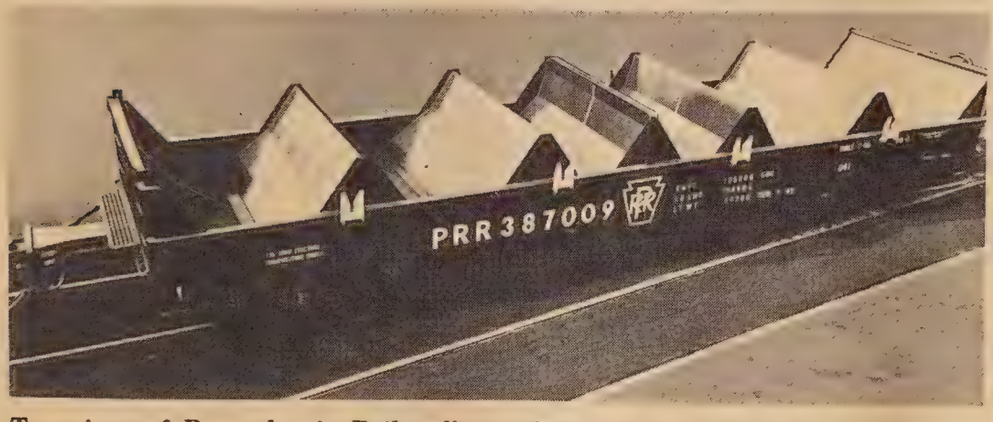
4 *When a bell rings in a diesel switcher's cab, what does it signify?*

That depends upon what signal light goes on at the same time in the alarm light bank. If the light is red, your engine water temperature is over 208 degrees at the outlet. Check your water level, shutters, and fans. If you can't check the condition at once, reduce throttle and investigate for cause. When the fuel pump motor circuit-breaker in the engine control is "Open" or "Off," the fuel pump will stop and the cooling-system fan and shutter control will be inoperative.

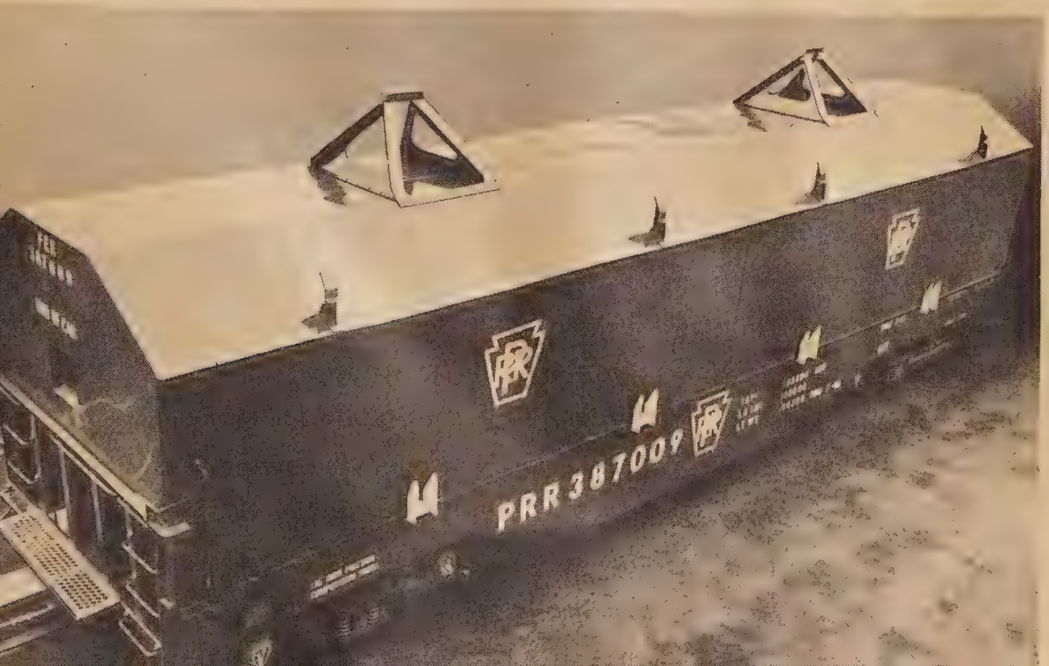
If yellow and blue light up, you have low-lube oil or high-lube oil suction. Stop your engine; isolate it, and reset the governor trip button to stop the alarm bell. Check your oil level and condition. If no difficulty is evident there, start your engine and check the oil pressure. Place the engine on line. Watch your oil-pressure gage. Under extreme high temperatures the oil pressure in an otherwise normal engine may fall low enough to trip the alarm.

The lighting of a yellow alarm indicates engine failure. Whenever the engine stops while "on the line" this light will go on, since stopping the engine naturally stops the alternator. Check your overspeed trip and fuel flow; start your engine and try to put it "on the line." If the light comes on instantly, or lights while the engine is running, check your auxiliary generator field and alternator field circuit-breakers. If the yellow light does not come on after you have started the engine but the engine fails to respond to your throttle, check the ground relay.

If the green light in your alarm light bank is shining, you have steam generator failure. The remedy for this is too involved to describe here. Our informa-



Two views of Pennsylvania Railroad's revolutionary new coil steel car. The six transverse troughs permit handling or unloading by crane of coils having diameters up to 84" in from 15 to 19 minutes. Coils stay in place without tie-downs, cross bars, or spacer beam. Lower photo shows the same car with two lightweight steel hoods in place to protect lading enroute. The covers together weigh only 5,500 pounds and are equipped with lift-off brackets for easy moving by crane.



Chicago's Memorial Day parade in 1897 passed Central Station (left), which the Illinois Central had opened 4 years before, and (right) a building now used as IC's General Office Annex. The nation's first Memorial Day, called Decoration Day, was proclaimed in 1868 by a former IC attorney, Maj. Gen. John A. Logan, commander of the Grand Army of the Republic. It did not apply at that time to the former Confederate States, which had their own special days to decorate soldiers' graves.

Old print from Illinois Central Railroad archives

tion came from the *Enginemen's Operating Manual: Model G.P.7.*

5 *What is the "B" end of a car?*

The end on which the hand-brake is located. If a car has two hand-brakes its "B" is the end toward which the body-mounted brake cylinder piston moves in the application of brakes. Or, if the car has two hand-brakes the "B" is the end on which the retaining valve is located (if such valve is used). "B" also may designate the vestibule end in a one-vestibule car. If none of these definitions apply, the car owner shall arbitrarily designate the "B" end.

6 *Brief history of the Tennessee & Coosa is wanted by Oliver Roe, born 1891 near Albertville, Ala., who remembers seeing the T&C grade before track was laid.*

The T&C was chartered, evidently in 1884 or '85, to build a railroad through northern Alabama from Guntersville to Gadsden. However, the *Official Guide* of Dec. 1885 does not list that road, so we assume it did not schedule trains until the late 1880's.

In 1890-'91, when the Nashville, Chattanooga & St. Louis asked the ICC for permission to acquire the T&C, only about 8 miles were completed. The big road bought the shortline and completed it northward from Gadsden, on the Coosa River, to Guntersville, on the Tennessee River. Around that the Huntsville-Hobbs Island segment also was completed. The NC&StL's famous ferry operation in 1891 closed the

20-mile gap from Guntersville up the Tennessee River to Hobbs Island.

7 *What is a locomotive booster?*

It is a horizontal two-cylinder, double-acting, steam engine mounted on the trailer truck and connected directly to the trailer axle of the locomotive through suitable gearing by which it may be engaged or disengaged at will. The booster is designed for applying power to the trailer wheels in the forward motion only. It is self-contained and has a flexible mounting in the form of a three-point suspension. The bearings on the trailer axle are two of the points while the third is the spherical seat at the center of the rear cross-member of the truck frame. The booster on a steam locomotive is operated either by saturated steam taken from the locomotive boiler or by superheated steam taken from the steam chests.

8 *How old is the Atlantic Coast Line System or its earliest constituent?*

The first of many railroads which make up the present ACL was the Richmond & Petersburg, chartered March 14, 1836, in Virginia and completed Sept. 17, 1883. The ACL itself was not formed until April 18, 1900. For some time it has controlled the Louisville & Nashville through stock ownership, but L&N has its own operation policies.

9 *What is a caboose hop?*

A train consisting only of a locomotive and a caboose, or else a caboose, with or without its crew, being deadheaded to another point. Deadhead means a non-revenue operation, usually moving equipment that is not in use or carrying employes as passengers on passes or to some place where they will work. A telegram of company business is a "DH."

10 *Define (a) articulated locomotive and (b) Mallet articulated compound.*

(a) A locomotive having two sets of cylinders driving independent groups of wheels which support two heavy sets of frames, joined by a hinge or pivot joint. The leading set of frames, cylinders, and driving wheels support the forward end of the boiler and swivel radially about the pilot connection, giving the effect of a truck and thus reducing the rigid wheelbase. In compound articulated types the usual arrangement is to drive the rear section by the high-pressure cylinders and the front section by the low-pressure cylinders. In single-expansion articulated locomotives all cylinders receive steam at boiler pressure.

(b) A locomotive having two sets of frames connected by a hinge or pivot joint. The rear frames, held rigid in alignment with the boiler, are carried on a separate group of driving wheels and frequently a trailing truck. They are driven by the high-pressure cylinders mounted on the frames at the leading driver, thus forming a separate engine or unit. The low-pressure cylinders are mounted on the front set of frames.

Single-expansion articulated locomotives with all four cylinders receiving steam direct from the boiler are not, strictly speaking, Mallets.

11 *What is a flash wall?*

An arrangement of fire-brick in the fire pan of an oilburning steam locomotive toward which fuel oil is delivered and which assists in ignition of the oil and deflects the course of the flame.

12 *Tell me the indications and aspects for Norfolk & Western position light signals and lower quadrant semaphore signals still in use.*

H. Reid kindly sent us an employes' timetable which covers the N&W data you want, but it fills 17 pages, including red, green, and yellow diagrams. Obviously it's too much to use here.

13 *Do you have the words of an old poem called "No Train Today"?*

Yes, but we don't know who wrote it.

Pen Argyl, Pa.: servicing an Alco-GE road switcher on the Lehigh & New England. These locos handle road work on much of the line where A units are not permitted.
Photograph by Sy Reich

How fleet the years and full, since from this place
I stood and marveled while a section gang
Laid rail to shining rail with song and shout,
And steel across the startled meadow sprang.
From that day forth I idolized afar,
And though the road's affairs were none of mine,
As boy and man I thrilled to see it grow
From just a siding to a thriving line.

And when in time the tide of fortune turned,
And failure hovered darkly at its door
It was though a lifelong friend had passed,
When word went 'round the old gage was no more.
Now dimming rails reach wanly through the night,
A brooding silence haunts the right-of-way,
And here and there along its weed-grown length,
The rotting ties sag wretchedly astray.
An owl flaps grumbling from a water tank,
The marshland pipes a melancholy tune,
And down the tracks a wind-stirred semaphore
Levels a palsied finger at the moon.

14 *Regarding your item about Frisco diesel locos named for horses (Feb. issue), did any other road give names to its diesels?*

Yes. Jersey Central honored employes who were World War II heroes by applying their names to diesels in classes PD-3, FD-42, and FD43. Each name was engraved on a bronze plate attached to the locomotive.

Seaboard Air Line No. 255 shoots train 18 through Boykins, Va., in October, 1948.

Photograph by H. Reid
from his book "Extra South"

15 *A history, please, of Lehigh & New England Railway.*

The L&NE was descended from the South Mountain & Boston, which was chartered March 13, 1873, to run between Harrisburg, Pa., and Boston, Mass. Construction eastward began in 1874 from Slatington, Pa., but mounting costs and inadequate revenue forced the road into receivership. On June 20, 1883, it was reorganized as the Pennsylvania, Slatington & New England. Shortly afterward it was completed from Slatington to Pen Argyl, with other parts of the route only partly finished. In about 5 years the road was bankrupt again.

Then on Sept. 7, 1887, another reorganization produced the name Pennsylvania, Poughkeepsie & Boston. This time most of the stock was held by the Pennsylvania & New England Construction Co., whose avowed purpose was to extend the line to Hartford, Conn., and Springfield, Mass. It actually reached as far as Pine Island, N.Y., except for a gap in New Jersey between Hainesburg Jct. and Swartswood Jct., 18 miles, over which the company planned to get New York, Susquehanna & Western trackage rights. Things didn't work out that way. Passengers had to change trains twice in going from one end of the PP&B via the Susquehanna, but by Dec. '89 passenger trains were running over a continuous line between Slatington and Pine Island.

Two years later the Philadelphia & Reading held a majority stock interest in the PP&B and leased it. Then came bankruptcy again. On July 31, 1893, the new receivers cancelled the P&R lease, and the big road sold its PP&B stock to the bondholders. The rolling stock had been sold previously to pay debts. When reorganized again July 1, 1895, the shortline became the Lehigh & New England.

In 1903 the L&NE acquired the North Hampton Railroad, which became its Catawissa branch. The following year it took over the Lehigh & Delaware, which gave it access to Bethlehem, Pa., and the Wind Gap & Delaware, abandoned about 1940. From 1903 until 1961 the L&NE was controlled by the Lehigh Coal & Navigation Co., and in 1913 it absorbed the Panther Creek Railroad that served a coal-rich valley. Six years later the L&NE built a 5-mile Allentown branch.

By 1926 the L&NE was doing so well that the Philadelphia & Reading tried to lease it for a term of 999 years, but the Interstate Commerce Commission blocked that lease on the ground that it would not be in the public interest.

The L&NE's steam roster had many light and heavy freight Consolidations and 0-6-0 switchers, also some Camelbacks and ex-Pennsy 2-8-2's. In 1961, when the L&NE was abandoned, except for 40 miles purchased by the Jersey Central, it was fully dieselized, all of its 32 diesels having been built by Alco, most of them in 1949. The road owned more than 4,000 freight cars; some were shipped to Liberia, along with 12 L&NE road switchers. L&NE passenger service vanished a long time ago.

Running Extra

"What railroad ran from Blossburg, Pa., on the Erie's Tioga Division, to Fall Brook, Pa., and when was it abandoned?" asks L. Calvin Brooks, R.D. 1, Cogan Station, Pa. "Also, what rail line ran from Mill Hall, Pa., up Nittany Falls via Mackeyville, Pa.?" (Answer to second question: Bald River Valley branch of the Pennsy.)

Returning from a trip to Sevierville, Tenn., where he saw an old weed-covered Smoky Mountain Railroad combine and the Junction Railroad, a slim-gage amusement line, Harold Zeitler, 2458 Georgetown, Toledo, Ohio 43613, asks where the equipment came from on both roads. He also wants information on 2-6-0 No. 16, displayed at Pigeon Forge, Tenn. Also displayed there is the Smoky Mountain's 2-8-0 No. 105, originally from the Southern Railway.

"Adams & Westlake, manufacturers of railroad lanterns at Elkhart, Ind., are right on the ball," enthuses Jack Hammond, 1710 Tenth St., Sacramento, Calif. 95814. "They promptly answered my request for information by sending me diagrams of their lanterns and prices of items I wanted."

An item about the Copper River & Northwestern Railway in our department prompted C. B. Brooke, retired Grand Trunk Pacific and Canadian National conductor, 461 Battle St., Kamloops, B.C., Canada, to send us this item from the *Alaska Sportsman*:

Marking the end of 27 years of continuous operation, the last train ever to run on the Copper River & Northwestern arrived at Cordova in the late afternoon of Sept. 13, 1938. But although most of the roadbed was to be abandoned, the section between Chitina and McCarthy was to be maintained for local traffic. The Alaska Road Commission was to do the maintenance work and the railroad company turned over to the agency two motor cars and a number of push cars for use in that work.

Before shutting down, the company also ordered the last section crews to leave stoves, cooking utensils, and all non-perishable food stocks on hand at the various camps and cabins so that they might be used by trappers, prospectors or others.

All company employees received bonuses which ranged from a minimum of two weeks' pay up to two and a half months' pay for men who had served 20 years or longer. Eleven men still on the payroll had been working for the company at the time the copper spike was driven to mark the completion of construction, March 29, 1911. The eleven men were R. J. DeLeo, assistant superintendent, John Day and Arthur Holt, locomotive engineers; O. L. Larson and George Scott, conductors; Archie Field, electrician; Fred Luppy, roadmaster; John Vinquist, bridge foreman; Adrian Carlson and Henry Hoffman, trackwalkers, and William Hayes, wharf watchmen. DeLeo, Luppy, Hoffman, and Scott had been present at the spike-driving ceremony.

"The Spokane, Portland & Seattle shows green to the side and front of their marker lamps," writes George Amos, a Southern Pacific switchman, answering Joseph Black's question. So do many other railroads.

Query from R. T. Mason, 200 Thomas Rd., Lisbon, Ohio 44432: "Who can supply detailed dimensions of the keystone number plates used on Pennsy steam locos and tell me where the water hatches were located on the T1's?"

A Boston & Maine employes timecard for March 4, 1867, now in possession of Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833, includes a very involved rule governing "Inward trains on single track." Jim comments: "Notice the long, long sentence and the very long part in parentheses. It must have been difficult for trainmen of nearly a century ago to figure out what to do." Here is the rule:

Train No. 26 leaves South Berwick Junction for Boston at 4.20 P.M., after arrival at South Berwick Junction of No. 2. Should pass No. 7 at Bennett Road, and No. 9 at Ward Hill (provided it can arrive at Ward Hill at 6.15 P.M., if it cannot do so it must keep out of the way of No. 9, and No. 9 will leave Ward Hill at 6.20 P.M. and proceed to Haverhill, and after arriving at Haverhill, if No. 26 has not arrived, No. 9 will wait (30) thirty minutes after its regular time, and run (30) thirty minutes behind time till it has passed No. 26) and No. 10 on double track; but if delayed it will keep out of the way of No. 7, 9 and 10, which all have the right to the Road thirty minutes after their regular time, with the exception of No. 9 at Ward Hill as provided above. No. 26 will keep out of the way of No. 7 after 5.28 P.M. No. 26 will also keep out of the way of all regular passenger trains.

Short-history of Francis Terminal, locate at junction point of CB&Q and GM&O east of Mexico, Mo., is wanted by Ed Clark, 803 E. Jackson St., Mexico, Mo. 65265.

Answering a query, Arthur Dismukes, Jr., 2260 University Blvd., Jacksonville, Fla. 32211, says Seaboard locomotive 3060, Class E-9, was delivered in either late 1964 of early '65 to replace a similar unit destroyed by derailment. Also, he reports: the Seaboard recently bought all but 4 of the Florida East Coast's lightweight coaches and 2 FEC tavern-lounge cars. The FEC name has been removed from the latter but the original car names remain, with Seaboard numbers stencilled at window level. In all, 36 FEC units were sold to Seaboard: 28 coaches, 5 diners, 2 tavern-lounges, and one baggage car.

The Richmond, Fredericksburg & Potomac photo in our January issue led Art to write: "The Atlantic Coast Line now operates RF&P units regularly through Jacksonville to Tampa and Miami on all its trains except Nos. 5 and 6, which on alternate days are *The City of Miami* and the *South Wind,* and Nos. 17 and 18 and 94 and 95, the *Seminole* and the *Dixie Flyer* respectively, all on the Western Division."

Does any reader know of other trains with different names on alternate days?

Details on Buffalo & Susquehanna history and rolling stock are wanted by Arnold Jensen, 732 Clifford Ave., Rochester, N.Y.

"Tell me about the Pennsy steam locomotive that blew up at Shadyside, Pa., near Pittsburgh, in about 1915," writes J. E. Broadwater, c/o Patapsco & Back River Railroad, Staunton, Va. 24401. "Also, I want a copy of the poem, 'Happy Bill, the Railroad Brakeman'."

Answering a question about what KCPSFO stand for, Greg Cox, 1 Bullard Ave., Holyoke, Mass., says Kansas City Public Service Freight Operation.

Wanted by Paul Egger, 142 Crestline Blvd., Warren, Pa. 16365: information on the number of Pennsy passenger trains that used to run between Oil City, Pa., and Olean, N.Y. According to Bill Kessel, trains 9351, 9356 ran in 1933 and 9352, 9355 in 1938. There was no Pullman service. Paul also wants to know about the road's fish or sportsmen's train that ran between Oil City and Warren.

my favorite motive power is STEAM

by Volney E. Black

Engineers like Volney E. Black who have a special affection for steam power enjoy being assigned to steam fantrips. Black has handled 4 such trips in the past 4 years. "We give them lots of steam, smoke, and sharp exhaust as the 8444 labors up heavy grades and through the mountains," he says. "At each stop the cab is filled with fans taking pictures and asking questions. They are especially interested in speed." He is secretary-treasurer of Division 103, Brotherhood of Locomotive Engineers, and lives at 1322 Sully Street, Laramie, Wyoming 82070.

DIESEL does not compare with steam in the feeling of power it gives the engineer nor in its place in the romance and fascination of railroading. I should know. As a Union Pacific engineer for about 25 years running out of Laramie, Wyoming, I have handled many types of steam and diesel locomotives and am qualified to compare their operational techniques, and my choice is steam.

The steam engines I grew up on were mostly stoker-fired but in my early days I did considerable hand-firing, too. Steam railroading tested the knowledge of engine crews. Every trip was a challenge of how well you were trained and how effectively you could move your train over the district. Of course, the steam engineer and fireman worked closely together. Much depended on keeping a full head of steam and being careful with coal and water. As a fireman I was always pushing my toes through my socks, so to speak, wondering if she would make it for coal and water.

Steam engines slipped badly at times, especially when rail conditions were bad, and occasionally one of the crew was out on top pulling down sand. I remember firing the big 800's on passenger runs when the firemen would be back in the tank pulling down coal. There was no light in the tank at night and sometimes we'd have six or seven slides open. It was real tough on a fireman trying to keep coal in the conveyor, water in the boiler, the steam gage at 300, and his feet on the conveyor!

On such occasions trailing smoke and steam would set your nerves on edge and you used every trick in the book to get them high enough to let some member of the engine crew see the block signals. Even under these conditions, plenty of engineers felt more useful and skillful than they did later on diesels. Nothing else, as I see it, could give him the feeling of power that was under his control when he opened the throttle of a steam engine and the train moved.

We know that diesel engines are very powerful, modern, and convenient to operate. They are clean and comfortable, too, which perhaps has made us engineers softer than we were in the Steam Age. But I prefer steam. An engineer feels quite helpless on a diesel if a piston head blows out or a traction motor burns out. During the old steam days you could generally limp into "port" in some way, but with a diesel you just have to wait until they come and get you.

MY INTEREST in railroads dates back from early youth when my father held grading contracts on the Burlington, which was then building through Wyoming on the line from Toluka, Montana, through the Crow Indian Reservation and Prior Gap.

One summer we lived in a tar-paper shack near Worland, Wyoming, while my father completed a grading job. When it was finished, the rail and tie machine came along, pushed by a little diamond-stack engine. This, for me, was a thrilling experience and I decided then and there to become a locomotive engineer after I grew up.

Another summer we lived at Spence, Wyoming, while my father was widening some cuts where the CB&Q ran through Sheep Canyon alongside the Big Horn River. At times my brother and I watched the men at work and when a train crept by, with smoke plume curling behind like a squirrel's tail, our mail was handed to the engineer on a hoop and I thought he was quite important. After the railroad job was done, we returned to our log house in Cowley, a pioneer settlement. Nature was close by then. I remember being awakened late at night by the howls of coyotes or the haunting whistle of a train a few miles away. Hearing the whistle helped to dispel the weird feeling of the night and I determined that some day the train would take me to the outside world.

The years of my youth were spent in school and ranching. I finished high school and, while planning to enter the University of Wyoming, went to work as supply man at the Union Pacific roundhouse in Laramie—for the summer, I thought. But before summer ended I hired out as a fireman at my supervisor's suggestion; and I have been in UP engine service ever since.

My first road trip for pay was on an old 3600 Compound Mallet from Laramie to Cheyenne. This locomotive had a Street stoker, with an overhead steam engine, which elevated the coal in a circular pipe on both side of the boiler head and fed it into the firebox by steam jets. Keeping this outfit going was not easy. You had to watch her constantly to prevent a plugging of the

Last days of steam thru Cheyenne (Sept., 1959): eastbound UP 4-6-6-4 No. 3702 with extra freight leaves yard while 3701 with westbound extra waits for block.
Cornelius W. Hauck, 5915 Miami Ave., Cincinnati 43, Ohio

pipe that led into the firebox, since the coal had to be real fine.

Well, luck was with me on this leg of the trip, but coming back I got panicky when the steam began to drop down. I must have forgotten that fuel had to burn before it would make steam, so before long I had the firebox crammed full of coal! My engineer was too wise and patient to interfere. No doubt he felt that I should learn a lesson.

Pretty soon we stalled on Sherman Hill and I was fearful of being discharged for the failure that delayed our train. Then the engineer kindly took a hand. After about thirty minutes of grate-shaking we had the fire cleaned and were ready to go again. My fear of being discharged proved to be unfounded but the embarrassment had taught me a lesson I would not forget.

I WAS PROMOTED to the right-hand side of the cab in 1941 and have never made a trip as fireman since then. One raw, cold, January day in 1943 I had a narrow escape from death.

We were on a westbound trip out of Laramie with a manifest train and a 3900 class engine. Fog and thick white frost made the block signals very difficult to see. Many times all three of us in the cab were looking through the same window to be sure of the signal indication as we passed by. We continued running cautiously without incident until we approached the Rawlins yard. Fog had lifted only minutes before and we were able to discern a signal, from the switch tender, to enter the yards.

This movement required that we cross over from the westbound to the eastbound track and into the yards. Being on a left-hand curve, I could not see an eastbound train that was approaching, even though I knew one was coming, since its smoke and steam had blown across the right-of-way some distance in front of us.

"There's an eastbound coming," my fireman, O.V. Johnson, wisecracked. "I hope he stops."

The signal on that track had failed, and an instant later we knew the eastbound engineer was *not* going to stop. We had headed onto the crossover and it appeared that the front of his engine, another 3900, would strike ours just in front of the cab. If this happened, we could have been crushed or scalded.

Opening his window, Johnson jumped to the frozen ground. Our brakeman, Granny Taylor, slid down the hand-rail on the left side. I followed right behind, but when I hit the earth I fell on my back. Luckily, my feet didn't protrude under the rail, but the next instant the first car behind my engine came tumbling down on me! Johnson, now safely in the clear, said later that he knew what was happening and turned his back because he didn't want to watch me being killed. Three other cars also turned over; but of the four that upset, the car I was under was the only one that didn't come down flat on the ground! In a daze, I crawled out from under it.

The drama enacted in the next few minutes seemed as filled with terror as the first had been. Uncoupled by the collision and with her throttle wide open, our engine ran away with nobody on board. Horrified and helpless, we saw her race toward the lead switches!

By the way, these events occurred in wartime, when trains loaded with war material stood on almost all of the tracks. Some cabooses were occupied by trainmen ready to leave on their trains which were to follow the streamliner immediately behind us. In other cabooses carmen had sought shelter from the bitter cold while waiting for another train to work. It seemed inevitable that our engine would plow into one of them.

But here again Fate was on our side; the switch was lined for one of the only clear tracks in the yard. Our engine sped down this track at high speed, but by the time she reached the west lead she had slowed down perceptibly. The uncoupled rear air-hose had automatically set about 30 pounds of air on the engine brakes. Fireman Johnson had left the water pump on but shut off the stoker. This caused the steam to drop back, all of which helped to retard the engine.

She was still clipping right along when she ran out of steam on the west lead of the yard toward the roundhouse. An alert switch-engine crew parked on the adjoining track saw her go by without anyone on board and immediately took out in pursuit. Before she could reach the turntable, they coupled into the runaway and stopped her. It is hard to believe that such a combination of events could happen without anyone being killed or even hurt, but it did. Merchandise from the wrecked cars was scattered far and wide. Soon the wrecker came on the scene, and after 6 or 8 hours traffic was moving again.

My fireman on that date, O.V. Johnson, is still in engine service at Laramie but Brakeman Taylor quit railroading to enter the insurance business.

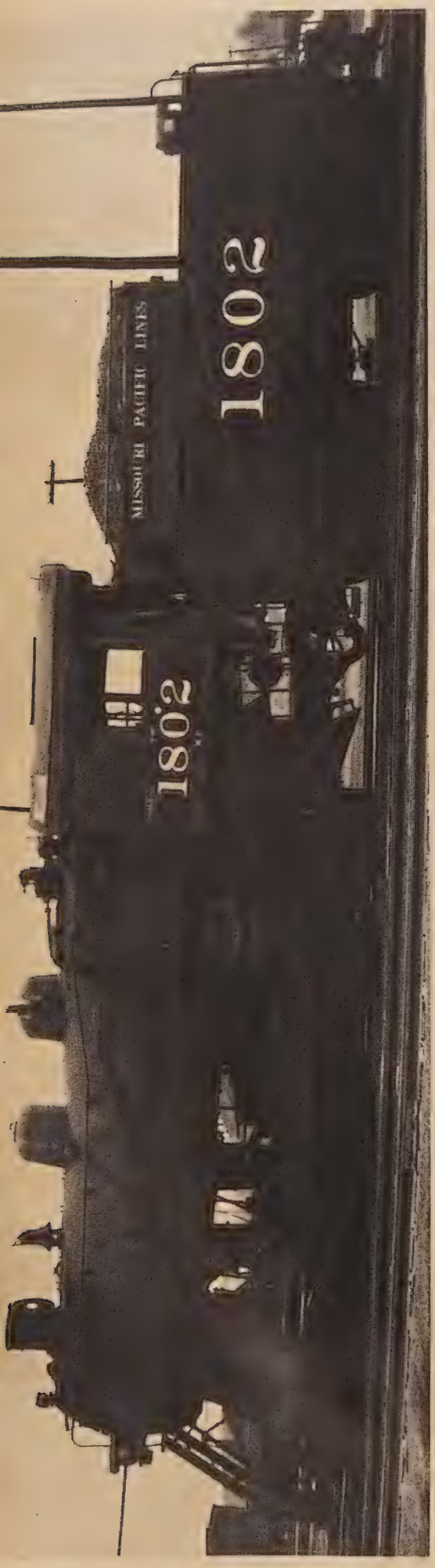
I enjoy my railroad career. I have also ridden in "foreign" cabs with engineer friends over the Blue Mountains of eastern Oregon on the Union Pacific's Oregon Short Line, from Detroit to Ann Arbor on the New York Central, and from Albany through the picturesque Berkshire Mountains to Boston on the Boston & Albany. These trips fascinate me. I might add that, as a boy brought up in the wilderness of Sheep Canyon and such places, I found a special kind of thrill in riding the New York subways. But most of all, I prefer steam railroading. ●

Union Pacific extra west at Victorville, Calif., in 1947.
Photograph by H. L. Kelso

5006

Missouri Pacific Roster for 1906

Missouri Pacific Lines photo



Engine Numbers 1905 No.	Former		Builder	Built	Cyls.	Diam. Driv'g Wheel Center	Wt. In Tons
			4-4-0 (American) Type				
8836	LR&FS	5	McKay & Aldus	1870	16x24	56	33
8851	"	8	Taunton	1876	16x22	50½	33
8746	"	9	"	1882	17x24	55¾	40
8846	"	11	"	1881	16x24	50½	33
8847	"	13	"	1882		do	
8951	A&L	2	Rome	.....	14x22	56	26
8826	Ark. Mid.	6	Baldwin	1892	16x24	56	38
8848	"	7	"	1894	"	50	38
8827	"	8	"	1896	"	56	40
8828	"	9	"	1899		do	
8903	MRH&W	2	Brooks	.....	15x22	56	35
8732-8733	"	3-4	Baldwin	.....	17x24	56	40
8835	NO&NW	7	Schenectady	.....	16½x24	56½	35.3
8709	"	8	?	1897	17x24	61	37.5
8750	"	9	?	1898	17½x24	50	37.5
8829	"	10	Baldwin	1899	16x24	56	37.5
8850	"	11	Schenectady	1872	"	50½	33
8824	HCA&N	1	Baldwin	1890	"	55¾	42
8656	St.L.V.	1	?	.....		No data	
8734-8735	CBUP	155-6	Hinkley	1878	17x24	57	32
8830	"	167	Rogers	1877	16x24	"	33
8831	"	170	"	1879	"	"	33
8842-8843	"	177-8	"	1879		do	
8844	"	181	"	1879		do	
8719	"	184	"	1879	17x24	56	33
8901	FSW&W	2	Grant	1881	16x24	57	35
8809	"	5	"	1883		do	
8810	"	6	"	1882		do	
8811	"	12	"	1884		do	
8812-8814	"	14-16	"	1885		do	
8726-8728	KC&NW	1-3	Baldwin	1886	17x24	56	39
8745	"	4	Rome	1887		do	
8729-8731	"	6-8	Baldwin	1887		do	
8748-8749	"	9-10	"	1887		do	
8821-8823	"	11-13	Hinkley	1887	16x24	57	39
8710	MoP	218	Rogers	.....	17x24	57	39
8711	"	226	"	.....		da	
8712	"	228	"	.....		do	
8736	"	233	MoP	1891		do	43
8713	"	234	Rogers	.....		do	39
8737	"	241	"	.....	"	51	39
8747	"	238	MoP	1871	17x24	57	39
8651	"	245	"	1893	18x24	60	39
8601	"	258	"	1893	"	62	63.5
8738	"	254	"	1868	17x24	57	43.5
8739	"	256	"	1871		do	
8652	"	257	"	.....	18x24	60	43.5
8653	"	258	"	1892	"	"	54
8714	"	259	Rogers	1891	17x24	57	43
8602	"	263	MoP	1897	18x24	62	63.5
8715	"	264	Rogers	1868	17x24	57	43
8716-8717	"	265-6	"	1880		do	40
8501-8502	"	271-2	"	1880	19x22	57	44
8503-8504	"	274-5	"	1880		do	
8505-8508	"	301-4	"	1881		do	
8551-8555	MoP	312-6	Rogers	1882	19x22	51	43
8509-8511	"	317-9	Rhode Island	1882	"	57	44
8556-8561	"	321-6	"	1882	"	51	44
8562-8566	"	327-31	"	1883		do	
8801	IM&S	349	Grant	1868	16x24	56	34
8701-8705	"	371-5	"	1872	17x24	62	36
8706	"	377	"	1872	"	56	36
8707-8708	"	378&382	"	1876	"	57	36
8802	"	399	"	1868	16x24	56	36
8837-8838	"	401-2	"	1878	"	50	36
8839	"	406	"	1879		do	
8803-8806	"	407-10	"	1879	"	57	36
8840	"	412	"	1867	"	50	36
8841	"	413	"	1870	"	50½	36
8807	"	418	"	1879	"	56	36
8718	"	420	Rogers	1872	17x24	56	39
8902	"	448	"	1870	15x22	57	32
8845	"	449	"	1873	16x24	50	35
8743-8744	"	455-6	Danforth & Cke.	1872	17x24	56	33
8808	"	480	"	1872	16x24	57	35
8849	"	471	"	1872	"	50½	35
8741	"	475	IM&S	1891	17x24	57	41
8832-8833	"	486-7	Pittsburgh	1879	16x24	56	37
8834	"	490	Brooks	1880	"	"	35
8742	"	493	IM&S	1884	17x24	56	36
8815-8820	"	620-7	Mason	1887	16x24	56	34
8603-8612	"	698-707	Baldwin	1895	18x24	62	62.5
8656	"	713	Penna. RR	.....		"	40
8825	MoP	997	Hinkley	1887	16x24	56	39
8720-8725	DM&A	1-6	Brooks	1887	17x24	57	41.5
8654-8655	"	8-9	Hinkley	1887	18x24	60	45.5
			0-6-0 Type Switchers				
9951	NO&NW	4	Baldwin	1878	15x22	36	33.6
9831	Ark. Mid.	10	"	1899	17x24	43	38
9701	KC&NW	5	Rome	1887	18x24	44	47
9702	"	16	Rhode Island	1889	"	"	46
9903	MoP	204	Baldwin	1880	16x22	40	39
9904	"	211	MoP	1879	"	"	36
9819-9830	"	287-298	Baldwin	1887	17x24	44	38
9604-9605	"	305-6	Rogers	1881	19x22	40	44
9606-9610	"	307-11	"	1882		do	
9832-9833	IM&S	454-4	Danfort & Cke.	1872	17x22	40	32
9905	"	481	Baldwin	1880	16x22	40	32
9801-9803	"	495-7	"	1887	17x24	44	47
9806	"	500	"	1887		do	
9807-9810	"	501-4	"	1891		do	
9401-9403	"	555-7	Richmond	1905	20x26	44	71.5
9404-9405	"	558-9	"	1902		do	
9511-9520	"	560-9	Manchester	1903	19x26	44	66.8
9521-9525	"	708-12	"	1903		do	
9526-9535	"	714-23	Schenectady	1904		do	
9501-9505	MoP	790-4	Cooke	1903		do	
9506-9510	"	795-9	Manchester	1903		do	
9901	"	801	Rogers	1882	16x22	40	39
9902	"	804	"	1882		do	
9536-9545	"	837-46	Schenectady	1904	19x26	44	66.8
9601-9603	MoP	891, 900&7	Baldwin	1886	19x22	44	46.6
9811-9818	"	921-928	"	1886	17x24	44	47

2-6-0 (Mogul) Type

3801-3802	CBUP	158-9	Rogers	1879	17x24	54	40
3685-3689	"	1000-4	Baldwin	1885	19x22	44	46.6
3501-3502	KN&NW	17-18	Rhode Island	1889	19x24	50	45
3601-3617	MoP	848-864	Baldwin	1884	19x22	44	46.6
3618-3627	"	865-874	"	1885		do	
3628-3643	"	875-890	"	1886		do	
3644-3651	"	892-899	"	1886		do	
3652-3657	"	901-906	"	1886		do	
3658-3670	"	908-920	"	1886		do	
3671-3684	"	931-944	"	1886		do	
3701-3702	"	992-993	Hinkley	1887	18x24	51	45

4-6-0 (Ten-wheeler) Type

2821	LR&FS	14	Baldwin	1885	18x24	48	46
2831	"	16	Taunton	1885		do	
2822	"	17	Baldwin	1885		do	
2734-2735	KC&NW	14-15	"	1888	19x24	50	57
2823	LR&FS	18	"	1887	18x24	48	46
2824	MoP	239	"	1872	"	51	42
2728-2729	"	267-8	"	1890	19x24	54	57
2730-2731	"	269-70	"	1889		do	
7801-7802	"	277-8	"	1886	20x24	57	63
7803-7808	"	279-84	"	1887		do	
2732-2733	"	285-6	"	1890	19x24	54	63
2827-2828	IM&S	352&4	Grant	1869	18x24	49¾	39
2801-2810	"	421-30	Rogers	1880	19x24	"	48
2811-2814	"	435-9	"	1881		do	
2815-2820	"	440-5	"	1882		do	
2830	"	451	IM&S	1879	18x24	49¾	37
2501-2515	"	574-88	Rogers	1898	20x24	54	73.6
2516-2526	"	589-600	Baldwin	1893	20x24	49	63.4
2826	"	628	"	1889	19x24	48	46
2701-2727	"	628-657	"	1889	"	54	58
2657-2666	"	658-667	"	1890	20x24	49	58.7
2627-2656	"	668-697	"	1892	"	"	63.4
2601-2615	MoP	750-764	"	1893		do	
2616-2625	"	756-774	Cooke	1898	20x24	54	73.6
7701-7710	"	775-784	Rogers	1899		do	
2667-2672	"	975-980	Baldwin	1890	20x24	49	58.7
2825	"	996	"	1887	18x24	48	42
7501-7508	"	1101-8	Brooks	1901	19x26	62	72.4
7509-7514	"	1109-14	"	1902		do	
2301-2307	"	1201-7	"	1900	19½x28	54	76.6
2348-2401	"	1208-61	"	1901	"	"	81.1
7515-7520	IM&S	1601-6	"	1901	19x26	62	72.4
7521-7529	"	1607-15	"	1902		do	
2308-2314	"	1701-7	"	1900	19½x28	54	76.6
2315-2337	"	1708-30	"	1902		do	
2402-2403	"	1731-2	Baldwin	1901		do	81.6
2338-2342	"	1733-7	Cooke	1901		do	81.1
2343-2347	"	1738-42	"	1902		do	

2-8-0 (Consolidation) Type

541- 543	IM&S	1921-3	Baldwin	1903	19½x28	48	81
544- 545	"	1924-5	"	1903		do	
881- 885	"	332-6	"	1884	22x22	44	53
841	"	337	"	1884	20x24	"	53
886	"	338	"	1884	22x22	"	53
842	"	339	"	1884	20x24	"	53
887- 888	"	340-1	"	1884	22x22	"	53
889- 893	"	383-7	Grant	1881	"	45	51
831- 840	"	610-10	Baldwin	1887	20x24	44	56
851- 852	MoP	807-8	"	1879	"	"	55.5
853- 860	"	809-16	"	1880		do	
861- 870	"	817-26	"	1881		do	
871- 880	"	827-36	Hinkley	1881		do	
801- 820	"	845-64	Rome	1887	20x24	44	51.5
821- 830	"	965-74	Baldwin	1887		do	
401- 417	"	1262-78	Brooks	1903	19½x28	48	85.8
418- 437	"	1279-98	"	1904		do	
438- 547	IM&S	1831-50	"	1903		do	
501- 540	"	1851-90	"	1901		do	81.1
458- 487	"	1891-1920	"	1904		do	85.8
1- 50	MoP	1-50	Baldwin	1905	22x30	56	102

4-8-0 (Twelve-wheeler) Type

1801-1806	IM&S	1801-6	Brooks	1901	21x32	48	104.1
1807-1819	"	1807-19	"	1903		do	

4-4-2 (Atlantic) Type

5501-5510	MoP	1190-9	Brooks	1904	21x26	72	92
5511-5515	IMS	1695-9	"	1904		do	

4-6-2 (Pacific) Type

6501-6509	MoP	1115-23	Brooks	1902	20x26	62	92.5
6510-6514	IMS	1616-20	"	1902		do	
6515-6521	"	1621-7	"	1903		do	

Missouri Pacific extra freight 1204 north, off the Gulf Coast line from Algoa, Mo., at T&NO Jct. crossing.
Photo from Philip R. Hastings

Names of Railroads

LR&FS—Little Rock & Ft. Smith
MRH&W—Mississippi River, Hamburg & Western
NO&NW—New Orleans & Northwestern
CBUP—Central Branch, Union Pacific
FSW&W—Ft. Scott, Wichita & Western
KC&NW—Kansas City & Northwestern
IM&S—St. Louis, Iron Mountain & Southern
DM&A—Denver, Memphis & Atlantic
Ark. Mid.—Arkansas Midland
StLV—St. Louis Valley

Miscellaneous Notes

Roster from collection of Railway & Locomotive Historical Society, Inc., courtesy of Charles E. Fisher, president. Unlike most rosters, this one gives locomotive weights in tons and instead of the diameter of the driving wheels it shows the diameter of the driving wheel centers, which is 6 to 7 inches less than the diameter of the drivers.

Exceptions: Diameter of center of drivers of Nos. 8702, 8704, and 8805 is 57, 55, and 56 respectively. Omit Nos. 624 and 626 fro mthe tabulation. Nos. 2802, 2803, 2807, 2808, 2810, 2814, 2815, and 2818 have 18x24 cylinders. Diameter of center of drivers of 2736, 2725 and 2725 is 49 and 57¾ respectively, while that of 7701, 7703-7705, and 7707-7710 is 60.

Missouri Pacific Lines photo

Steve Maguire's

TRANSIT TOPICS

Delegates of the Association of Railway Museums in annual convention ride the smallest car owned by the Orange Empire Trolley Museum, a former Los Angeles Railway switcher. (Below) Leslie Stephenson, Jr. (left), new ARM president, and Robert S. Korach of Orange Empire, the Association's outgoing president.
Both photographs by Jim Walker

GIANT strides have been made by Massachusetts Bay Transportation Authority since it succeeded the old MTA and was placed in charge of its capable new general manager, Rush Lincoln. Not only has the annual deficit dropped $2.7 million in its first year but real progress is evident in the purchase of rights-of-way for its new lines. Moreover, projects for future extensions and new equipment are being pushed more zealously than under the old management.

Stephen D. Maguire

Plans for a $50 million rapid transit line from downtown Boston to a location on the Boston belt highway 128 near Reading, Mass., are beginning to shape up. Bids have been submitted for a new subway under the Charles River that will take the line from Haymarket Square to North Station and Charlestown at cost of $20 million. Farther on, this route will use the Boston & Maine tracks to the Malden-Melrose line. It will terminate on highway 128 with a station similar to that at Riverside, where highway autos and buses can connect with the rapid transit trains. The first stage will also see the Charlestown elevated structure razed. Trains should be ready to run to Reading by 1968 or early '69.

To the south, MBTA has bought 11 miles of the New Haven Railroad's abandoned Old Colony line for $11 million, including additional land for commuter parking areas at stations. This line, with construction similar to the Reading route to the north, is expected to be in operation by late next year and at first it will run as far south as South Braintree. Future plans call for the purchase of additional Old Colony trackage. No sooner had Old Colony trackage been purchased than MBTA announced plans to demolish the ancient span bridge over the Neponset River, replacing it with a higher 30-foot structure without a drawbridge.

The MBTA representatives took a two-week tour of Europe, particularly Germany, to study streetcars there. William O. Adams and Frederick Gale were picked for the task of trying to see if an adequate surface-type trolley could be had to replace PCC's on the subway-surface and Riverside lines. Mr. Adams is senior planner and Mr. Gale is equipment supervisor.

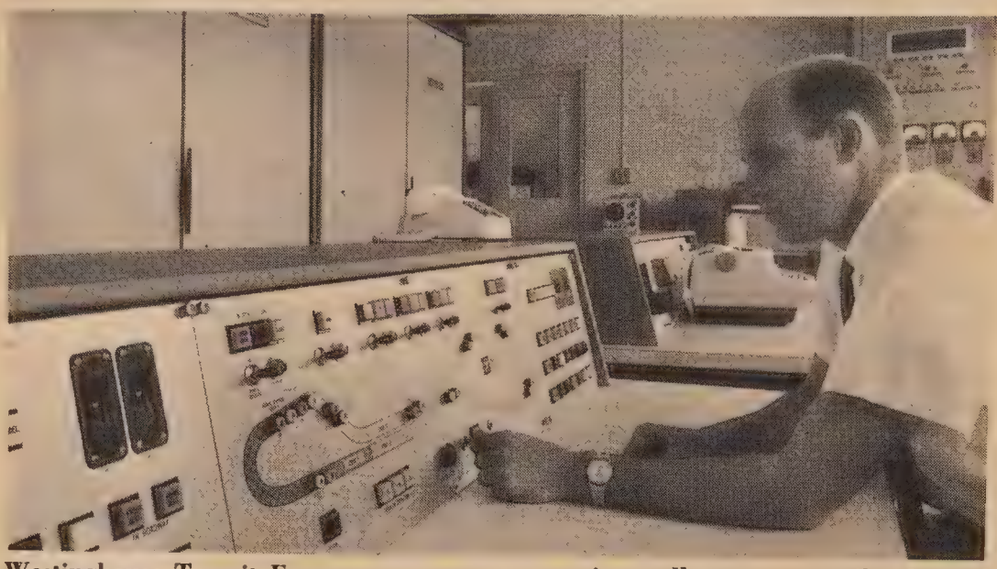
Robert A. Keith, the MBTA planning director, requested that the trip be made

and General Manager Lincoln authorized it because of the need for a multi-million-dollar project on the redevelopment of the central subway system, to begin about 4 years from now.

Mr. Keith said the present PCC's will soon outlive their usefulness and must be replaced, but no one in the U.S. is building such cars today. He said Philadelphia and Toronto also were interested in getting new streetcars.

Referring to the proposed conversion of streetcar lines to rapid transit routes, Mr. Keith was quoted in the Quincy *Patriot Ledger* as saying: "We do not think this is practicable, because our operations are on the street. To eliminate street operations would mean building tunnels, which would be too costly. What we want is a streetcar suitable to 1970, not 1940. It is our idea that after we make a study of the German and other streetcars, we can interest an American manufacturer to go into production with either a car of his own design or as the U.S. license of a foreign trolley we like."

Boston under the MBTA operates six routes and has 344 PCC's in service. These range in age from 15 to 25 years. Our thanks to the following readers for this news: Ron Salters, Weymouth, Mass.; Carl L. Smith, Norwood, Mass.; Jim Crimmins, Exeter, N.H., and Albert S. Jenness, Quincy, Mass.



Westinghouse Transit Expressway operates experimentally on a two-mile elevated roadway near Pittsburgh, Pa. It was built to demonstrate low-cost rapid transit system for medium-density urban populations throughout the country. One man, sitting in control room, is the only operator of the $5,000,000 demonstration. The cars, riding on rubber tires, are locked to roadway by smaller rubber tires.

BILL for $72,845,000 has been sent to PATH (Port Authority Trans Hudson Corp.) for the Hudson & Manhattan line it operates. N.Y. State Supreme Court Justice Loreto set the figure after deliberating over a year. PATH calls it excessive and is appealing. The price is $55 million for the railroad itself, the rest for Hudson Terminal in New York City.

PATH acquired the bankrupt road in 1962 and hopes to build a gigantic new terminal building, to house a proposed World Trade Center, on the old terminal site. The railroad has 8.5 miles of double track and 4 tunnels under the Hudson River. Justice Loreto's ruling said the railroad "had not and probably would not, while in private ownership, operate profitably."

NEW ORLEANS. Trolley 453 of N.O. Public Service, last of its class in fleet of double-truckers, will have a new life as a mobile exhibit display for the State of Louisiana, entitled "Streetcar Named Desire," according to Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La.

For many years this deck-roofed trolley was kept in barn, jacked up but with power connected so it could be used as a training car if necessary. However, it is now so much more ancient than even the *old* cars that run on the St. Charles line that NOPS does not need it. So when the Louisiana Tourist Commission asked the company for a trolley to use as a self-contained mobile exhibit that would visit many cities in North and South America and possibly even Europe, NOPS enthusiastically offered to restore 453 to like-new condition. When completed, the veteran will be mounted on a lowboy trailer hauled by a truck and will offer movies showing Louisiana places of interest.

Cars 2 and 4 of Observatory Hill Passenger Railway, from the original Bentley-Knight electric system, are pictured on the north side of Pittsburgh in 1882.
from collection of O. R. Cummings, 105 Theresa Court, Manchester, N.H.

COLOR SLIDES are needed by the Central Electric Railfans Asso., P.O. Box 503, Chicago, Illinois 60650. Sub-

jects desired are trolleys that ran in Wheeling, W. Va., and Steubenville-East Liverpool and Akron, Ohio, as well as Inter City Rapid Transit that used to run between Canton and Massillon, Ohio. These will be used to illustrate CERA's *Bulletin 110*, coming out next year, which will cover traction lines in parts of West Virginia, Ohio, and Pennsylvania. *Bulletin 108*, featuring northeastern Ohio, is already out. This year will see No. 109, on the Northern Ohio Traction & Light system. These fine *Bulletins* come with $6 CERA membership or cost $10 each after publication.

SALE price of $59 million for the Philadelphia Transportation Co. to the Southeastern Pennsylvania Transit Authority has been agreed upon, reports Thomas Harper, 6066 Reinhart St., Philadelphia, Pa. This is an increase of $16 million over the figure originally offered. Some time must elapse before actual takeover of the PTC line. As the sale needs the approval of PTC stockholders, several persons have announced they would resort to litigation to try to block it.

FIRST post offices ever located in a subway were operated during the Christmas rush by the Boston Massachusetts Bay Transportation Authority, writes Jim Crimmins. The offices were in the trolley subway at Park Street and Summer Street stations.

DURING the great blackout that struck northeastern cities in the power failure last November, Boston transit lines kept operating when most other power was off. This was due to their still relying on an old, antiquated, power plant that has long been scheduled for abandonment and replacement. This time, at least, it served its purpose well.

Foreign Electric Lines

UNLIKE America's big cities, London has very little crime in its subway system, according to *The New York Times*. At 43 minutes past midnight the last train for the day pulls out of the Underground station at Charing Cross and the huge iron gates at the entrance are shut and padlocked for the night.

"That's probably our biggest help," said Alfred Peedle, the huge, broad-shouldered chief in the London area of the British Transport Police.

"From what I hear about New York," he went on, "you've got vagrants, robbers, and gang troubles. We've got all these, too, but they're few and far between."

The last murder came immediately to mind. "Countess Teresa Lubienska," he said. "May 24, 1957. Engaged in Polish refugee work. Stabbed five times, probably with a penknife. Gloucester Road Station. Never found the weapon. Never found the killer."

The last rape on London's public transportation system was 21 years ago.

"Of course, we get 20 or 30 complaints a day of all kinds," Mr. Peedle explained. "Thefts, assaults, drunks, passengers falling out with passengers, staff being pushed about. And then there's indecent exposure—we get quite a lot of that."

The Underground Railways system carries two million passengers a day over routes that add up to 244 miles. The London bus routes cover 3,139 miles. There are 100 bus garages to watch and 20 railway depots.

"We have 226 Underground stations," Mr. Peedle added, "and a force of only 130, including uniformed men, detectives, and women."

VERACRUZ will soon be saying good-bye to its famous old museum-type trolleys, reports *Trolley Fare*, monthly publication of the Pennsylvania Railway Museum Asso., P.O. Box 832, Pittsburgh, Pa. 15230. The magazine recently devoted 4 pages to the cooperative system in that Mexican seaport, which is actually an operating trolley museum, since it uses Birneys, open cars, and other types of old equipment.

Realizing that the old cars could not go on forever in daily use, the employee-owned company contacted other North American companies for the best second-hand cars it could obtain as replacement. These it found in Toronto, Canada, where some old but well-maintained PCC's could be had at moderate cost. At least 30 are being purchased from Toronto Transportation Co. for $250 each. The cost of shipping by rail will add $1450 per car. Shipments may begin soon after the opening of Bloor Street subway releases the oldsters.

Thus, by the end of this year the ancient Veracruz cars may be off the streets. It is likely that only the ex-Mexico City *Peter Witts* will be kept in service. Fans wanting a last look at the oldtimers had better get down there *pronto*. Offside doors will be installed on the PCC's to meet the needs of operation in Mexico, and trucks will be regaged also, this work to be done in the Veracruz shops.

LIMA's once-extensive streetcar system (in Peru), which had been deteriorating badly in recent years for lack of parts and maintenance, came to an end last November, due to an employees' strike for better working conditions. At one time several hundred cars operated in Lima but on the last day of operation only 24 were running, carrying great loads of passengers. Aware that the system was in bad shape, poorly administered, and losing money with hundreds of employes still on the payroll, the government-operated line decided to take the cars out of service permanently and relocate the employes in other government jobs. This news comes from John Ennis, 1310 10th Ave., Neptune, N.J.

The passing of Lima's trolleys means the end of service for more of the equipment built in the late thirties and forties for New York's Third Avenue Railway. Other streetcars from that now-abandoned line were sold to Bombay, India, and Vienna, Austria. The Bombay and Lima lines have gone, leaving only Vienna with steel Third Avenue cars still in service.

A VIENNA funeral streetcar can hold 12 caskets. Dying in that one-time gay capital is so expensive today that the car is divided into 12 compartments

Allan Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

Don't tell anyone, but Jim C. Seacrest of Lincoln, Neb., was riding a bus when he made this shot of streetcars 370 and 375 in Seoul, Korea.

Rio de Janeiro, Argentina, in 1957: Trolleys run on wrong side of the street near Sugar Loaf.

to save expense for the mourners, thus catering to that many burial parties at the same time.

Trolley Museum Notes

A PILGRIMAGE to all three of New England's trolley museums was made recently by your *Transit Topics* editor and E. J. Quinby, beloved founder of the Electric Railroaders Asso. and honorary president of the Branford Electric Railway Asso. It was Quinby who first suggested that *Railroad Magazine* have a separate department for streetcar and interurban fans.

First the two of us attended Seashore Electric's "open house" day, which is held with considerable gusto once every three years. Each of the New England museums holds a triennial "open house" but in different years.

Later we joined a railfan excursion out of New York City, visiting both Connecticut Valley trolley museums in one day. We drove from the Branford setup at East Haven to the Connecticut Electric Railway museum at Warehouse Point. It was a source of keen regret that we could not take a trolley over that route.

All of the aforesaid museums are eagerly extending their trolley lines to lengthen the one-mile rides they currently give. At Branford, the rebuilt trestle at the eastern end of rails now has tracks. It is likely that by spring there will be an added mile of track, to Short Beach. Some years ago, you may recall, storms damaged the trestle and thereafter thieves swiped much of the trolley wire and even some of the rails.

The line at Warehouse Point is already extended about a quarter-mile beyond Winkler Road crossing, present terminus of the cars. Additional construction work is in progress eastward, where nearly 3 miles of right-of-way are available from the abandoned Hartford & Springfield Street Railway. Although this museum has the fewest pieces of rolling stock of all the New England setups we understand that it receives more paid fares than any other—possibly even in the world. Annual traffic exceeds 30,000 riders. Can any other trolley museum beat this?

During Seashore's open house, 29 trips were run, using 17 different cars. In addition to getting rides, the several hundred guests were also treated to doughnuts, cider, and coffee, courtesy of the museum. By far the most popular car was the newly restored *City of Manchester*. This was once the official car of the president of the Manchester (N.H.) Street Railway, but thereafter the body had been left to deteriorate as a chicken coop on a farm, from which it was rescued by museum members a few years ago. Restoration required locating a truck, motors, controllers, and brake rigging, installing copper wire, replacing much of the wood and large panes of beveled-edge glass, and casting new corner braces to match ones shown in an old photograph of the car. It is tremendous task which has now been accomplished. Last month this department carried pictures of the car.

ARDEN TROLLEY MUSEUM, operated by the Pennsylvania Railway Museum Asso., has received an 0-6-0 tank locomotive from the Duquesne Slag Products Co. and a "combine" car donated by the Bessemer & Lake Erie Railroad. Both the locomotive, No. 69, and the car, No. 23, are now on the museum location just north of Washington, Pa., writes Roy Galbraith, 1901 Hampstead Dr., Pittsburgh, Pa. Excavation will begin shortly for a one-track enginehouse.

The museum is seeking funds to pay for moving a steeple-cab Baldwin-Westinghouse electric locomotive, formerly Monongahela's West Penn 3000, from its present location in Fairmount, W. Va. to Arden. She was donated to the museum, but presents moving difficulties as she lacks a coupler on one end while the other one is welded on.

The museum sells postcards in full color, 5¢ each, 6 for 25¢. Subjects: Pittsburgh 3487, New Orleans *Desire* car 832, Philadelphia 5326 and Pittsburgh 4398, NOPSI 832, PRCo 3487, PTC 5326, all at Arden; West Penn switching loco No. 1, and PRCo double-decker (old photo, artist-colored).

Also available from PRMA, P.O. Box 832, Pittsburgh, Pa. 15230, are the following publications: *Arden Trolley Museum and Its Cars,* 50¢; *Pittsburgh Double-Deck Cars,* 75¢; *Pittsburgh's Experimental 6000's,* 75¢; *The Harmony Line,* 25¢; *Interurban Electric Lines of the Pittsburgh District,* 50¢; reproduction of 1926 map of general area of Pittsburgh, including interurban schedules, 11x25", 50¢, and sets of four 2x2" trolley slides (2 different sets), $1 a set. Mention us if you write them.

Add 10¢ handling charge to all orders of booklets, cards, etc., if less than $1. Pennsylvania residents only, add 5 percent sales tax. Regular members of PRMA deduct 15 percent discount.

New Electric Publications

Readers of Freeman Hubbard's current article, "2,000,000 miles by Rail," which refers to Ian Allan Ltd., may be interested to learn that the Allan publishing house puts out books about electric lines as well as other railway subjects, some of which we review in this department.

The latest Ian Allan title, *Going, Going—Almost Gone,* by W. Mills, 52 pages, 6x9", with hard covers, is available at $3.75 from Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., the North American outlet for Ian Allan Ltd. and several other British railbook publishers. Full of typical English humor, including many cartoons of tramcar days, *Going, Going—Almost Gone* is likely to appeal only to readers already familiar with British trams.

Restored Birney from Conn. Electric, now on Branford line, passes Sprague Library, East Haven, Conn., at door of which stands ERA's E. J. Quinby.
Steve Maguire, Box 51, Belmar, N.J.

Another Ian Allan book available from L. T. B. is *Electric Railways,* by Basil K. Cooper, 67 pages, 5x7", hard covers, $3.25. It is a rather detailed account of electric traction on European railways, illustrated with photos and sketches. Power supply, motors, and controls are taken up in detail. A book like this is strictly for students of electric traction.

A 3-page story of the Jersey Central Traction Co. and an 8-page well-illustrated account of the Terre Haute, I. & E. private interurban car No. 600, with scale drawings, appear in the Nov. '65 issue of *Traction & Models,* a monthly publication for juice fans and modelbuilders. It can be had for 60¢ a copy ($6 per year) from *Traction & Models,* 6710 Hampton Drive, East, Indianapolis, Ind. 46226.

A 9-page well-illustrated article on Virginia's interurban and suburban trolleys, entitled *Cars Across the Countryside,* by Milton W. Buffington, is contained in the Autumn '65 issue of *Virginia Cavalcade,* a historical quarterly of the Virginia State Library. Virginia traction lines have not received much publicity in the past (although we wrote a story of them following the abandonment of the last trolley line in 1950) and we recommend this new article and fine photos. *Virginia Cavalcade* costs $2 per year, 50¢ a copy, from Historical Publications Division, Virginia State Library, Richmond, Va. 23219.

THE TRAIL TO YESTERDAY

SO, RAILFAN, you'd like to have been a boomer? All right, buddy, I'll give you a break. I'll take you along on a boomer trip, down across the years.

How about the summer of 1914? Meet me in Kansas City Union Station, say on the morning of July first. I'll be waiting for you under the sign on the wall, opposite the ticket window that reads: *High-water mark June 15, 1903.* That was the year the West Bottoms were flooded and water was about twelve feet deep in the old depot. You'll easily recognize me. I have big ears and I'll have a grip with a T. L. Moore lantern tied to it. A wheat rush is about to start. Let's make it.

Passing the news-stand, we notice that a new issue of *Railroad Man's Magazine* is out—as usual, 240 pages for a dime. I lay down twelve pennies, thrust the magazine into my pocket and pick up a *Kansas City Star*. The newspaper will tell us whether or not we have to traipse all over the West Bottoms to get a job; maybe we can ship

by Cliff Funkhouser
ex-boomer and retired Santa Fe conductor

out. We'll read the paper and talk about it while we're eating breakfast. Let's go to Macy's. A Pullman conductor's wife runs the place; all the rails eat there.

While a gold-toothed blonde is after our orders of a stack of wheats and Java, we glance over the *Star*. I turn to the classified ad section and run my finger down the column "Help Wanted, Male." Yes, here it is:

"Brakemen, switchmen, firemen, boilermakers, machinists, operators. No labor trouble. No fees. Ship every day. Apply to Santa Fe Employment Office, 6 West Missouri Avenue."

That'll save us a lot of meandering around. Now, didn't you tell me you wanted a place that's picturesque and intriguing? How about this?

Pal, we are sitting this morning at the eastern end of a path to empire—the Santa Fe Trail, the road to yesterday. Ahead of us has gone the Big Parade of the great. Zebulon Pike passed this way to find his peak. Fremont and Kearney went down that route to conquer California. Some of the others who helped to make the Santa Fe Trail famous were "Buffalo Bill" Cody, Generals Sherman and Sheridan, "Wild Bill" Hickock, and "Calamity Jane."

Calamity made a heart-shaped mark on the trail, the place where she hit the dust of Front Street in Dodge City after "Broad Mamie" had run her out of town. The local dames weren't going to let any "foreign" hussies spoil their business. Mamie ran a genteel saloon and dance hall, she did, and bought flowers for everyone killed there. Yes, sir, the old Santa Fe Trail is rich with memories. But I see you can hardly wait to get going.

Well, after breakfast we trek up Union Avenue—a row of cheap-John clothing stores, hock shops, gin mills offering big schooners at five cents each, the drab Blossom House hotel, and a raucous penny arcade from which the morning-glory funnel of a gramaphone is blaring out some two-years-old music, "Everybody's Doing It."

At length we enter the Santa Fe Railway office. A beaming round-faced gent wants to know what he can do for us. We break down and confess we'd mull over an offer of a job of braking.

The man sizes us up. Then he says: "I can send you boys to Emporia, Newton, Dodge City, La Junta, Raton, Las Vegas, Winslow, Needles, Wellington, Amarillo, Clovis—But listen, fellows, I've really got a good job. Big pay and a fine place to be—Emporia. Now that really is my best job."

"I just don't care for Emporia," I tell him, careless like. "You shipped me out there once before."

"Work for the Company before?"

"Sure."

"Are you okay in Topeka?" he asks. (*This means*: *"Will the Personnel Record office approve your application and permit you to work?"*)

"I wouldn't know, mister," I tell him. "I was okay, at last writing. Here's our names. Wire 'em and see. We'll repair across to yon grease-trough to discuss

the merits of the proposition, and be back after a while."

WITH that, we repair to the beanery. Walking up here sort of give me an appetite. No, I wasn't born hungry. I've just been that way ever since.

"What's wrong with Emporia?" You want to know.

So I tell him: "For a car hand, it's a fine place to be *from*. In some respects it's a great little city, but that cussed Middle Division there has 1200 miles of track. You run every-which way. Head for Wellington and next thing you know you'll be up the branch to Superior, Nebraska. And that goes on for weeks; you never get home."

"Really?" you ask gullibly.

I grin and say I was just kidding. But no fooling, you actually do get stuck away for days on end—often two weeks. So Emporia is out. I insist on a place with only two ends to it, so our pie-books will be operative. A job with too many crisscross branches means you have a tough time to eat on credit.

After we have absorbed steak, French fries, raisin pie, and coffee—just as a pick-me-up snack—we go back to the Santa Fe office. The moon-faced gent is smirking. I find that all is forgiven at Topeka. They'll let me work in Dodge City. The moon-faced one starts anew his sales talk on the Horny Toad, so I tell him:

"My pal here wants to see Boot Hill. Nothing else will do him but a whirl at the Santa Fe."

The employment man insists: "Better give Emporia a thought. Promotion is very quick there."

"I know, mister, you get a bonus on Emporia, but if we take you up at all it's Dodge City or nothing."

"Okay, I'll fix you up for Dodge. Let me have your service letters."

We fill out several copies of the application blank, telling where and why we were born; who canned us before, and where to ship the body (at our own expense) in case we get killed. Then we answer "Yes" to a whole flock of questions about like this—only phrased by a lawyer:

"Do you understand that if you get a foot caught in an unblocked frog and wreck a train, you are responsible and will let the Company deduct the damage from your pay check and admit that, regardless of what happens, it is an act of God, and the Company is in no way responsible?"

This tedious chore out of the way, we swear before a notary that all the lies are true. Then we get rushed uptown to the doctor, who asks a lot more questions in this tenor:

"Do you have dizzy spells when sober? Did the old heart ever go back on you? Besides you, is there any insanity in the family?"

Sawbones pries a buck out of each of us, plus fifty cents for a vaccination. Never mind; peroxide will kill its effect, so it won't take. Back at the employment office, we draw a pass to Dodge City and are told we can ride the smoker on Number 9 that night.

ALTHOUGH there are oodles of jobs along the Santa Fe, our moon-faced pal hasn't done so well. Maybe five or six other boomers are going out with us. Four of them, hooked for the Horny Toad, tell us they are off the B&O at Benwood Junction, West Virginia. They are really going to have a lovely time—too, too lovely.

As it's my custom to let everyone make his own bed, I give them no advice and draw no diagrams about the delights of San Marcial. These gents assume they'll show the boys around San Marcial a bit of real carhandling; you've seen the type. They'll find out that no one out thar in the hills has ever before seen the gesticulations they think are signals, and they'll learn also that the boys won't change over to accommodate them.

Yonder I spot a real boomer. I can tell he is from everywhere. So we go over and visit with him—a short session of "Do you know So-and-So on the IC out of Macomb?" and a discussion of humps at Gibson, Sharon, and Galesburg, and remarks about how much fun you had on the sugarcane rush, and the dames you've both met.

After a while we get sleepy and curl up in a seat. Cinders blowing in through the open window grit us up and get into our hair, but we don't mind—the highroad to adventure lies just ahead.

It's time to eat again when we detrain and deploy on the cowboy capital. Number 9 is "in for breakfast" at the Harvey House. Travelers throng the platform of the long brick station. We are stiff from the all-night ride in the smoker, dirty and disheveled. Let's hike up to the reading-room—the Santa Fe version of a railroad Y—and get a shower and shave. Then we'll be all slicked up to approach the trainmaster.

We thread our way through the mob, past the landscaped little park east of the Harvey House where two great sun dials tell Mountain and Central time. Time changes here. It's about seven a.m. at the east end of the platform and six at the other. Trains going west apparently leave before they arrive—in the timetables so baffling to the average traveler.

After we have cleaned up and put on the feed-bag we report at the trainmaster's office. There's also another little chore that'll take only a few hours. We have to "write the book"—fill out 337 written questions on train operation. Then we'll be set to go to work.

At the T. M.'s office the clerk gives us the "book"—as thick as one's thumb, with yellow pages—and tells us to find a seat in the next room and go to it. I see two or three boomers and a couple of students in there sweating blood. One of the students asks just as we enter: "For gosh sake, what is a yard?"

"A system of tracks and switches run by a bunch of crazy sons of biscuits," the boomer tells the kid, winking at us. The poor guy writes in that answer.

At sundown, so to speak, we sweat out the last answer. The trainmaster—J. A. Blackburn by name—gives us a short lecture on the high ideals of the Santa Fe and makes us demonstrate that we know the hand signals, inferring that he couldn't tell whether we even knew that much by a glance over our examinations.

After that, the clerk doles out our company property: a hayburner lantern, switch and coach keys, a badge, a rulebook, an airbrake book and a copy of the current timecard, for which we duly receipt. Then a pass up to Newton, Kansas, and an order to the ringmaster to mark us up on the slow board.

You will soon find out that the slow board is misnamed. It won't be "slow." We'll make every day and be sixteen hours doing it, too. But you have no idea how nice the Company is about letting us rest. They'll give eight hours off out of every twenty-four, to play around—and sleep a little. The Company is very particular that we get the eight hours; the law makes 'em be that way. For recreation, they'll often give us a passenger train ride in that eight hours, by deadheading us to some job. Such riding doesn't count in the law.

BACK at the Harvey House for supper, the romance we wanted on the boomer trail pops up. That slim redhead, dressed in white, clean and starched, who slams down our mulligan, doesn't look too hostile. So I break the news that if she'll wash her neck

good I might consider taking her to see Marguerite Clark in her greatest role, "The Crucible," now playing at the Nickelodeon—which is a misnomer; it charges a dime.

Red says coyly that her ma has warned her against wild and tough boomers. I tell her that I am in the same fix; my silverhaired old lady cautioned me against designing females who slap coffee all over a hash-house counter. So that, being forewarned, we both ought to be able to avoid the pitfalls that beset youth.

Red decides to take a chance. Meanwhile, you've been digging up a fleshy blonde who answers when you yelp "Gertie." The two dames will be ready at 7:30 p.m. and meet us on the porch of the Harvey girls' dormitory, just east of the station.

Hardly have we waded halfway throught the stew when I see a tough kid about seventeen loping in. It's the callboy, looking for us. They have set up a crew and we are it. Red, who comes up with our raisin pie, says consolingly: "Better luck next time, Big Boy!" And just like that, the romance dies a-borning.

There, pal, is your first thrilling encounter with the callboy. He always comes at the time you have some nice affair planned and the gal is willing.

You phone the yard office. What we draw ain't so bad. Just a wheat drag, full tonnage, all we can wangle. We get going about 9:10 p.m. We'll make Spearville easy, for Number 1.

Passing tracks on the Western Division, as our job is called, haven't been lengthened as yet to accommodate what was then considered to be big hogs, the eighteen hundreds. The result was we don't fit any of the passing tracks and we have to "saw by" practically every "meet"—leaving as much of the train on the passing tracks as it would hold and doubling over into either a stock track or house track. All night we struggle east with loads of wheat.

We meet the humming-bird feathers, Number 31, a hotshot, at St. Johns, Kansas. What with this and that and hotboxes—we brass three cars—dawn is streaking the east when we clank into "Hutch" (Hutchinson). We set out our train and get another one. Then we grab a quick bite at the local Harvey House; and the dogcatchers are on our tail when at last we drag into Sand Creek yards, putting in on the law at fifteen hours and fifty-five minutes

Uptown in Newton we meet Joe Murphy, who runs a hotel much favored by the boomers. Joe gives us space for a room in his annex. The latter is a dusty old stone building some two blocks south of his main dump. We also get a meal ticket on his lunch counter. All we have to do is sign a "board bill" (wage assignment). Boomers from everywhere are lining the lunch counter. We park in the dining-room in a booth for our mush, which we are nearly too tired to eat.

Down them groceries, pal, and let's get to the corn shucks. The callboy will be in our hair *muy pronto*.

THE ROOM we draw has no window, only a dust-encrusted skylight through which light dimly seeps. There are single beds in two corners, and a dresser with a mirror, the silvering of which is scarred, while a huge bowl and pitcher grace the washstand. A tricky chair completes the ensemble. We practically collapse to our downy couches—downy in some places and uppy in others.

Hardly have we closed our eyes when that cussed callboy is here again. We have been asleep about six hours and he breaks the gladsome news that we draw Number 39 at four p.m.

At 3:30 we present ourselves to the *casa redondo* some two blocks west down the track from the depot. Here we find the hogger doing his traditional stuff, oiling around the 1873. Our conductor looks us over with a lack-lustre eye. It's Ed Pusey and he throws no fits of exuberance over drawing not only 39 but an unpromising pair of tramps like us. His secretary, Hi Hendry, seems no more joyful.

Thirty-nine is one of the few trains in the world on which the skipper needs help in toting the pencil and book. You draw the head end, while I am chosen to work behind in a manner that indicates Ed considers me a choice of evils. In due time, the hogger can't find any more places to prod with his oilcan, so we are ready to go. We herd the mill across two main lines to the westbound freight lead and tear out for Sand Creek a couple of miles west.

At the yard office you discover that we are "made up" on Track 6—and in your innocence you ask, "Where is Number 6?"

A boomer switchman speaks up helpfully, "It's next to Number 5."

I tell him he's wrong. For years and years I have always found it adjoining Number 7.

Don't ask questions, pal. The hogger ain't going to let you tie him on the wrong string. So you dash out with the engine for the head end. I hang out the markers, carry some water for the cooler, and wash cans. Then I start down the train, Ed on one side, me on the other, checking seals. I couple the airhoses and knock off a few handbrakes.

Meanwhile, the clerk is "busting the bills" for Mr. Hendry, practically a clothes-basket full. The car toads try the air, the hogger whistles off, and I hand him a highball. We clank out to the main line and are gone. About six miles on double iron to Missions, then it's single iron from there on.

Now, pal, you are about to get a lesson in applied commercial geography, not to mention dietetics. Stations on the Santa Fe between Newton and Dodge City near the Great Bend consume about 97 percent of America's grape crop. If you doubt it, you'll soon learn that my estimate is conservative. We will unload them tonight, along with meat and green groceries galore.

It's midnight when we roll into Great Bend. We make a cut; then back into the house platform, and trundle stuff for hours. Eventually at four a.m. we get going to scatter grapes, grapefruit, and celery at Larned and a couple of other places. It's 7.25 when we head in at Kinsley and the dogcatchers get us just as I flip over the gate and stop them in the clear.

At a grain elevator nearby I dig out a nice soft grain door, carry it up to the cupola, lay it across the seats, and put the cushions on it. To hell with breakfast! It's a mile's walk down to the beanery and I am sleepy. The ever-present wind in Kansas lulls me to sleep. I am so tired that not even flies biting bothers me. At 2.30 p.m. we are up—to eat and drag on toward Dodge City.

IT'S just seven bells as we top the hill east of town and drift down to the yards. About eight, we feel better with a shower and shave, so we locate Red and Gertie on the porch of the Harvey girls' dormitory. Sure, they'll go to a movie.

Marguerite Clark in "The Crucible" is still on. We all have a good cry over the cruel fate of a little girl in an orphan asylum. (Marguerite died in September, 1940, by the way.) The pianist, accompanied by a long-necked trap drummer, goes in heavy for "Hearts and Flowers" on this picture and "Over the Waves" in some of the more spirited scenes. Then the versatile drummer sings to the illustrated song—very, very

sad—"Good-bye, My Blue Bell." We sniffle some more. After that, amid yelling and stamping of feet, the show is over at 10.15.

It's too early to hit the hay, and the moon is full, so the four of us go for a walk. Up a grade and before us looms a dark ghostly schoolhouse atop a knoll. Sidewalks lead up to it. The four of us sit on the steps and gab.

Red asks, "Know where we are?"

I know where we are, all right. I've been here before. But I see she is dying to spill the news so I give her a break.

"Where are we?"

"This is Boot Hill, boomer!" the Harvey girl says in a low husky voice. "Watch closely and you'll see the ghosts."

Boot Hill! What wandering rail ain't familiar with this old cemetery? Wraiths of a wild frontier town of the '70's parade in the moonlight: "Mysterious Dave," "Shoot'em-Up Jake," "Whisky Bill," "Toothless Nell," *et al.* All lie buried in coffinless graves, with their boots on, waiting for the Judgment Day. Boot Hill, the final democracy! We are duly impressed.

Red gives us the dope. "This hallowed spot," she confides, "was once the scene of the world's fastest funeral. Just seven minutes elapsed from the time Jake Gumbinner, alive and well, stepped off a Santa Fe train at Dodge City and burial rites for him were held on Boot Hill. He was planted with that extra ace still up his sleeve."

I hope you're getting all this, pal. It's great stuff. The old well-worn trail to yesterday. Boomer lore you can't find in the books. Yes, sir, Red is a great entertainer. The rest of us, Gertie included, are good listeners. We listen to the one about the gent who was so ill-advised to ask for a mixed drink in "Broad Mamie's" dump. He's buried here, too. Mame was afraid of nothing. It is recorded she lived up to all the stories you may have heard concerning her escapades.

We walk around Boot Hill, the four of us, with more curiosity than reverence, but not unmoved by the colorful scenes of bygone yesterdays that sweep across our mental vision.

Red continues to give us the low-down. That gal seems pretty well posted on what took place in these environs. A white moon lays a sheet over the ancient graveyard. Everything is plain as day. Yonder is the final resting-place of "Whisky Bill." Even his spook must be honing for a drink in the now bone-dry Kansas.

Where Bill came from, nobody knows. Where he went to also is a mystery. Make your own guess. There he lies, under a wooden headboard.

Another Dodge City celebrity was "Toothless Nell," whose bid for immortality is the epitaph: "Circumstances drove me to this end, but I had a good mother." Red tells us that Nell's momentary career as a glamour girl ended when she annoyed a Texas gentleman by trying to "roll him" for his pay, and he shot her. The funeral was rather perfunctory. Most of the Boot Hill funerals were.

But now it's late. 'Way past midnight, I guess. But before we go, Red's slender arm in mine and Gertie's plump arm in yours, my dame wants to read us something she copied from an old newspaper of the '70's. It's something about this place, so I tell her:

"Go ahead, kid! We're listening."

The title is "So Long, Frank!" and the piece says: "The ties between Ruby Bly and Cock-eyed Frank were abrogated last Monday with appropriate ceremonies at Scurvy Jake's Eatery. Frank will be buried in Boot Hill as soon as Doc Hodges digs out enough lead so's Frank can be lifted."

Well, that's how they lived and died in great-grandpa's day. We've forgotten all about the movie. After escorting the Harvey girls back to their dormitory, we hit the hay ourselves.

THERE'S plenty of work to do. We put in 104 days solid—sixteen hours out every time we leave the terminal. No time for dates either in Dodge City or Newton. Spending time with women would rob us of the little sleep we would otherwise get. What a life! Anyhow, you asked for it, pal.

It's blistering hot under the Kansas sun in summer, but I know a place at the east end of Front Street in Newton where we can rent a cot in a coal cellar for two-bits a night. We sleep there, the few hours at a stretch that the callboy graciously permits us to rest.

By and by the wheat rush begins to dwindle. Rocky Ford melons are getting ripe in Colorado, and for a few days we make our time in miles instead of hours. Those melon trains really get up and hump.

We are sitting around the reading-room moping and reading dog-eared publications that have done yeoman service in the observation cars on the crack limiteds, after which they are passed on for the car hands to read.

A little spurt of melons from Rocky Ford is making the board hold up. The wheat is practically gone. The golden glow of evening is in the tree tops—both of them. The first breath of autumn has scorched their leaves to scarlet and russet. Behind their branches long scarves of cloud hang pink and green and blood-red. Evening birds are calling.

I got a bad case of boomer blues—about the worst case I ever had. I used to get them quite often. The callboy snaps us out of it by calling us for a melon train. He remarks as we sign for the call, "This looks like the last of it."

Our trip is a blaze of glory. Instead of clanking along with a wheat drag and packing hot boxes, we split the dew on the journey to Newton.

When we get to the yard office in Newton the place is full of boomers milling around. We can hear them talking: "The board will cut itself; I am gonna ship for the lettuce," which means "I am going to Needles for the lettuce rush."

Some home-guard scissorbill, who made his student trips in June, is bleating how they ought to cut the board so he can make every day. He's got seniority and it ain't right to let all these younger men crowd the board. He doesn't even belong to the Brotherhood of Railroad Trainmen.

A soft answer turneth away wrath. So I tell him:

"Listen, my friend, I heartily agree with you. They ought to cut the board. It's a shame for a job to clog up like this and make men who have seniority lose a day. But keep your shirt on. They'll cut her before sundown."

"You think they will?" he smiles.

"I'll say they will," I assure him. "You'll be cut off so deep that you'll be ninety-two times out for the emergency list. But it won't be so bad. You'll get a trip at Christmas time. Stick around!"

WE PUSH through the crowd and take a gander at the extra board. I knew what I'd see: names written clear to the floor and no vacancies. I say to the yardmaster:

"Mr. Buck, we are bunching it. Please notify Dodge City to shoot up our dough."

He nods and takes our names, adding them to a long list of others who made the same decision. Yes, the board is automatically cutting itself.

Well, pal, we can start telling folks we used to work here. No use going to bed to get some rest. That sweet little callboy is not going to annoy us any more in this town.

Let's go dress up in the front we bought last pay day and give the New-

ton girls a break. It's the first time we've had an evening off in Newton. Our money will be here tonight and a little social diversion will do us good.

Down at the room, I pack my bag. Then I take it to the depot and check it. No sense in paying any more room rent there. Our money will be here tonight and we'll be moving.

There's an old copy of the *Official Guide* in the reading-room. Its passenger train schedules mean nothing to me. We'll ride cabooses, but at least we can chart a route.

Now let's see, it's only 26 miles to Wichita. From there we can get the Missouri Pacific over to Durand Junction thence south Coffeeville, Van Buren, and Argenta. A little late for the cotton, so we'll move right along to McGeehee and Monroe, and on to Alexandria; thence via the Texas & Pacific to New Orleans.

While I am charting this route you have been circulating around among the home guards. They tell you if you will stay on here you can make a few trips a month and get in some nice work at Christmas and then be all set for the wheat next year, at which time you'll hold a regular car.

Apparently you are just about sold on the idea, for I overhear you say: "This is a swell place. Why not stick around?"

Brother, if they are going to have a wheat crop next year they'll need real snow this winter. I mean the kind of snow that is hip-pocket deep on a giraffe. Me, I can't stay here for several reasons. My skin is so tender that woolen underwear nearly itches me to death. Besides, I've heard a lot of tall tales from boomers about wolves in these here parts, and maybe some of them are true.

A peewee pooch can tree me any time with a few yaps. Whatever would I do if a pack of wolves should rush out at me some night when I am running up to a switch to head us in? I'd leave right then, as I wouldn't want to be bothered with a train slowing me down. It might cause a bad wreck to have me run off and leave the train on the main line. Where I am going, the worst you'll find lurking around a switch-stand is a sleepy alligator.

"Move over!" you finally say. "I'm going, too."

There, now, I knew all the time you wanted to be a boomer. I sized you up that way in the first place. If I hadn't, I never would have invited you along on the old trail to yesterday, the iron road to adventure. ●

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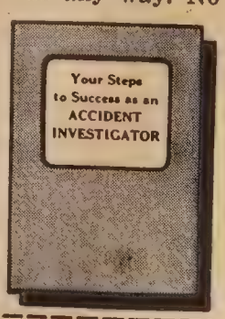

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Conducted by Sy Reich

AUTO MECHANIC Gino Giuliani of Codegoro, in northern Italy lives only 100 yards from the local village inn—yet he always goes there by train. His own train. Gino, who is 59, spent $450 — all his savings — to buy an ancient eight-ton 1913 steam locomotive from a junkyard. At first he wanted her only to stand in his garden. But this wasn't enough. He saved more money, bought 100 yards of rails for $75, and got permission to lay them along the pavement from his house to the pub. Now, even though it takes an hour to get up steam, Gino drives his engine four times a week 100 yards to the pub.

Sy Reich

The Steam Parade

The steam-powered logging road of Pickering Lumber Corp. is no more, having made its last run out of Standard City, Calif., laments Ted Benson, 1424 Glen Aulen Dr., Modesto, Calif. 95350. The road was abandoned after a slack 1965 season and the company was sold to Fibreboard Products, which will use trucks to haul "Paul Bunyan's toothpicks" out of the woods.

Built in 1903 as the Sugar Pine Railway, this line was intended ambitiously to cross the Sierras and enter Nevada, but financial hardship blocked it. Pickering took over in 1921. At one time the road was more then 50 miles long, extending up Stanislaus River Canyon to Beaver Creek Camp in the South Grove of Calveras Big Trees. Cutbacks shortened the line, which was gradually dieselized in the 1950's.

The last steam run, Dec. 4, 1965, was made with an old 3-truck Shay, No. 8 (Lima. 1924). Also on the scene at the time was the Sierra's 3-spot, at work in a movie production. No. 8 ran up and down the mountain with two trains of ten loaded cars each, putting on quite a show for fans collected along the

The Milwaukee's *Olympian Hiawatha* at Miles City, Mont. Guess what's happening. (Answer on page 52)

John C. Illman, 7400 Errol Drive, El Cerrito, California

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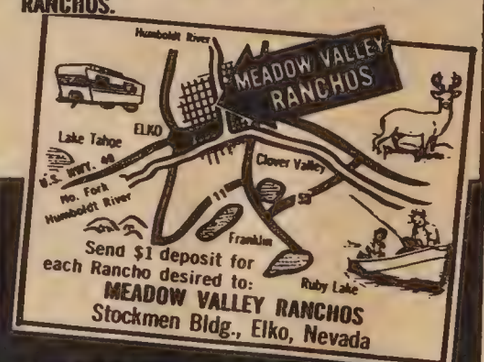

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Steam loco for sale by James Valesh

tracks. Pickering had expected about 200 fans but about 500 showed up.

A steam locomotive is buried under the streets of Richmond, Va., reports Charles A. Schrade, RD 1, Solon, Va. 22843. After a tunnel collapsed on a work train Oct. 2, 1925, the cost of recovering the train and bodies of the crew was considered too high, so the tunnel was sealed off and has been sealed ever since. You can read about this, with pictures, in the Winter '64 issue of *Virginia Cavalcade*. Issued quarterly by Virginia State Library, Richmond, this magazine sells at 50¢ a copy, $3 for two years. Autumn '65 issue had 9 pages of pictures and info. on Virginia interurbans.

Anyone wanting to buy a 2-foot-gage steam loco in good running order should contact James C. Valesh, New Albin, Iowa (north of Waterloo, Iowa, and south of LaCrosse, Wis.). For $2,980 he'll sell you an 8-ton 0-4-0T complete with injectors, whistle, lubricators, etc. Equipped with Walschaert valve gear, cab protection against bad weather and flying cinders. Hydro-tested. Used for hauling freight to shipside on docks but retired by automated diesel that eliminated man in cab. Well oiled, stored in a building. Owner has a few such locos left. Will sell on basis of first come, first served. You'd better write soon. Steam locomotives today are rare.

As railfans and stockholders of the Livonia, Avon & Lakeville, many villagers of Livonia, N.Y., took time out from regular jobs to witness the arrival of their newly-acquired 2-8-2 from Dundon, W. Va. This steam engine hauls an oldtime passenger train.

Recent arrivals at Nelson Blount's Steamtown, U.S.A., in Vermont include Canadian Pacific 4-6-2 No. 1278 and two locos from Vermillion Sugar: 4-4-0 No. 216 and 4-6-0 No. 314, reports Frederick Bailey, Bellows Falls Rd., Walpole, N.H. 03608. The 1278 is being repaired in North Walpole enginehouse and should be ready for service this spring. Fred adds that steam loco 51 of Singing Rails, Inc., came from Colorado's Great Western, not the C&S as a fan stated in January *Railroad*.

John Flint Sheldon, 730 Locksley Rd., Yorktown Heights, N.Y.

Year 1961: hostler has dumped the ashes from Virginia Blue Ridge 0-6-0 at Piney River, Va., and is now damping the fire.

A quiet Sunday morning in 1938: Ohio Public Service Co. car 21 rambles through Toledo on a fantrip sponsored by the National Railroad Historical Society. This car now belongs to the Ohio Railway Museum at Worthington and runs on its own trackage.
C. W. (Bill) Jernstrom, 822 Pelham Drive, Fort Wayne, Indiana

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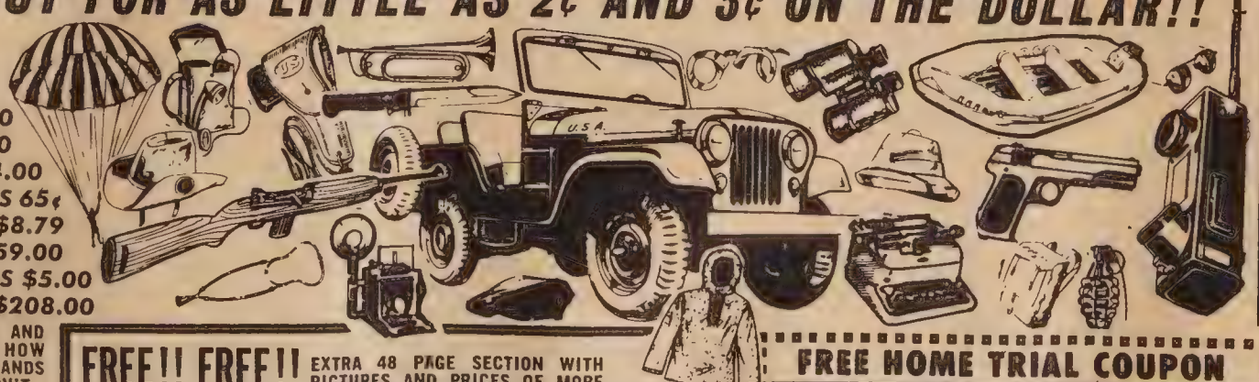

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The Pennsy's last steam passenger run was made November 12, 1957, from Pemberton to Camden, N.J., with this engine and train 982, Engineer J. Paul Murphy, Fireman Allan Grosmick, Conductor W. W. Lacey, and Trainman John Freed (since deceased). It was also the last run of a K-4. Above scene: Broadway station, Camden.
Howard V. Bedwell, Jr., 45 Madison Ave., Mt. Holly, N.J.

Ted Benson, 1424 Glen Aulen Drive, Modesto, Calif. 95350
December 4, 1965: a still-operating old Shay with an off-center boiler mounting poses for photo at the Sierra Railroad's freight station in Standard City, California.

Among the still-extant water towers not previously mentioned in this magazine are several in New England. The Green Mountain RR. has 3 in Vermont at Chester, Bellows Falls, and Gassetts. Nelson Blount's Edaville line has an odd-shaped water tower at South Carver, Mass. The White Mountain Central has a tank at North Woodstock, N.H. Except for the one at Gassetts, all are presently serving steam power. There are at least two Northern Pacific water towers left in Montana, one at Laurel and the other at Sanders. One at Boothbay Harbor, Maine, on the Boothbay Central, is still in use.

So many fans commented favorably on the old Erie steam roster in our January issue that we are currently running a Missouri Pacific roster for 1906, the year *Railroad Magazine* started. Next month we hope to print a Rock Island roster for 1912.

A recent addition to the small photo gallery on the walls of the G.J. Young barbershop in Middleburg, N.Y., is a picture of old No. 2, the first locomotive used on the 5.7-mile Middleburg & Schoharie. This rare shot of an engine with a single pair of driving wheels was given to Mr. Young by Floyd J. Mattice, 1011 Madison St., Rochester, Ind.

When purchased in 1896, the 2-spot was a beauty trimmed with shining brass and red striping. But about 35 years later the 40-ton engine began to get cantankerous, jumping the rails now and then. At length she was sold to a junk dealer at $12.65 a ton. The M&S itself couldn't even be given away. It was offered to the Delaware & Hudson, which owned the connecting Schoharie Valley line, about 4 miles long, but the big road said no. So after 67 years of service the M&S passed out of existence Oct. 1, 1936.

This information on active steam locomotives comes from Donald Redmond, Columbus, Mont.: the Great Western Sugar Co. operates an 0-6-0T switcher at its plant in Billings, Mont., and a Porter-built 0-4-0 at Lovell, Wyo. The latter burns oil in the yards but burns natural gas when unloading sugar beets.

Don Redmond also writes: "An article on car safety by Senator Robert Kennedy in Nov. '65 *Popular Science* gives the following figures for the year 1964 on fatalities per 100,000,000 passenger miles: private automobiles 5.7, buses 0.13, railroads 0.05, and airlines 0.14. Actual numbers of people killed in domestic flights 172, ships 43, and railroads 700. Please explain where 700 were killed in railroad accidents."

We haven't read Senator Kennedy's article, but if the figure is correct it

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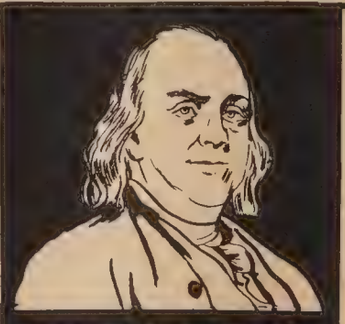

SAMPLE PUZZLE

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Unscramble the tangled letters in the Sample Puzzle at left and find out. If you can solve 24 puzzles like this, you may win a

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or any one of 149 other substantial cash prizes. You can get the first 4 puzzles by return mail, and full prize details. Just mail the coupon below with self-addressed stamped envelope, or 10¢ coin if more convenient.

CLUE: He brought electricity down on a kite string. The right answer is one of these names:
FLETCHER FARRAGUT FRANKLIN BRADFORD

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includes everybody killed on railroad tracks in 1964—trespassers (some of them electrocuted by third-rail), motorists stalled on the rails, hoboes falling off trains, railroad employees working on or near the tracks, children playing on the right-of-way, etc.—in addition to railroad workers in all categories killed on the job in shops and elsewhere, and a very few train-wreck victims.

Deane Mellander's comments on "the world's largest Shay" (Jan. issue) evoked this reply from John P. Killoran, 1605 Quarrier St., Charleston, W. Va. 25311:

"I, too, would like to see a photo of the Shay you mention, but I doubt if one exists at this late date. We have made a thorough search for photos of CG&E-Mower Lumber engine 12. The only one which turned up was a shot in the Mower files taken about 1912. This photo, plus several showing the 12 as a 3-trucker prior to 1937, will appear in a book, *Shays Above the Clouds*, scheduled for release with the opening of the Cass Scenic Railroad tourist season in May.

"Changing the subject, rumor says that equipment of the former Laurel Mountain Railroad, now stored at Somerset, Pa., will be sold to the Everett Railroad for use this year. This includes 2-8-0 No. 13 of the Buffalo Creek & Gauley and several ex-B&O coaches."

Canadian Pacific Steam

This list was compiled by Peter Bowers, 482 11th Street B West, Owen Sound, Ont., Canada, from issues of the Upper Canada Railway Society's *Newsletter* to bring the Canadian Pacific steam situation up to date. Locos held for scrapping may be bought at scrap prices by contacting the General Purchasing Agent, Canadian Pacific Railway, Windsor Station, Montreal 3, Que., Canada.

Ten-wheelers (4-6-0)

424 (D4g) held by CPR for historic reasons at its Angus Shops in Montreal
453 (D4g) held at New York for possible operation
490 (D4g) held at Angus for National Museum
492 (D4g) and 999 (D10h) on display, CRHA, Delson, Que.
894 (D10g) on display, Kitchener, Ont.
926 (D10g) at Ottawa, future unknown
972 (D10j) held at Weston Shops in Winnipeg for scrapping
1057 (D10h) on display at Toronto, Ont.
1095 (D10h) held at Angus for Fort William
1098 (D10h) on display Steantown, U.S.A.

Pacifics (4-6-2)

1201 (65a) held at Angus for National Museum
1246 (G5c), 1278 (G5d), and 1298 (G5d) on display, operating Steamtown, U.S.A.
2231 (G1t) and 2341 (G3d) on display, CRHA, Delson, Que.
2314 and 2317 (both G3c) and 2344 (G3d) held at Weston for scrapping
2454 (G3h) held at Angus by CPR for historic reasons
2634 (G2u) held at Weston for Moose Jaw
2706 (G4a) held at Weston by CPR for historic reasons

Hudsons (4-6-4)

2827 (H1c) and 2858 (H1c) held at Angus for National Museum
2839 (H1c) held for Ontario Govt. at North Bay
2850 (H1d) on display, CRHA, Delson, Que.
2860 (H1e) on display, Vancouver, B. C.

July 7, 1955: Pennsy 6723, class M-1, 4-8-2, whips a string of of 100-odd freight cars around curve just north of the Enola yard en route from Altoona to Enola.
David Plowden, 1239 Madison Ave., New York 28, N.Y.

Selkirks (2-10-4)

5931 (T1c) on display, Calgary, Alta.
5935 (T1c) on display, CRHA, Delson, Que.

Northerns (4-8-4)

3100 (K1a) held at Weston for National Museum
3101 (K1a) being repaired for Regina display

Consolidations

3388 (M3b) on display, CRHA; Delson, Que.
3611 (N2a) held at Weston for Smiths Falls
3650 (N2a) held at Weston by CPR for historic reasons
3716 (N2b) held at Weston for scrapping

Mikados (2-8-2)

5361 (P2c) held at North Bay by Ontario Govt.
5405 (P2g) held at Angus for Revelstoke
5408 (P2g) held at Weston for scrapping
5433 (P2h) on display, Chapleau, Ont.
5441 (P2j) held at Weston for Kenora
5446 (P2j) held at Weston by CPR for historic reasons
5468 (P2k) on display, CRHA, Delson, Que.

Jubilees (4-4-4)

2928 (F1q) on display, CRHA, Delson, Que.
2929 (F1q) on display Steamtown, U.S.A.

Americans (4-4-0)

29 (A1q) and 144 (A2q) on display, CRHA, Delson, Que.
136 (A2m) at Bolton, Ont., future unknown
374(?) on display at Vancouver, B. C.

Switchers (0-6-0)

6271 (U3c) on display, CRHA, Delson, Que.
6275 (U3c) on display, Huron County Pioneer Museum, Goderich, Ont.

Switchers (0-8-0)

6905 (V3c) held at Weston for scrapping
6906 (V3c) held at Weston by CPR for historic reasons

Setouts and Pickups

Photo on page 46 shows grill car of *Olympian Hiawatha* being iced.

Our next issue will carry current locomotive rosters of Canadian National and the shortlines of Oregon.

Giant-size prints made from original plates of steam locomotive builders are available from Robert F. Harding, 40 Beach St., Marblehead, Mass., and his partner, Charles A. Purinton, R. D., Boxford, Mass. Details on request. Charlie controls the plates while Bob

does the printing. The prints measure 14x17" or 18x30" and are mailed rolled.

Additions to our recently-printed list of shortlines in southern Ontario, from Edward Emery, 398 Runnymede Rd., Toronto 9, Ont., Canada: the Canada Starch Co., Cardinal, Ont., 44-ton loco.; Canada Cement Co., Point Ann, Ont., two 44-ton locos; Beaver Fibre Co., Thorold, Ont., 150-hp diesel; International Nickel, Welland, Ont., 44-ton locos. Also 2 companies at Niagara Falls, N.Y.: Niagara Jct. Ry., 9 electrics, and Tonawanda Iron, three 44-ton locos. Ed writes: "Visitors to Tonawanda Iron sign a book at the gate but find the guards pleasant."

Sture Folkeson, P.O. Box 5622, Buena Vista Park, Calif. 90622, is the only person who has written a note to us identifying the "mystery" photo in December issue, page 16. Picture was taken on Swedish State Railways, southern trunk line, Stockholm-Malmo. The train is an express (*Skaningen* or *Oresunospilen*) pulled by a Class Ra electric loco, 3000 hp, maximum speed of about 93 mph.

According to John D. Horachek, secretary of Illinois Railway Museum, Box 165, Union, Ill. 60180, and editor of its publication, *Rail and Wire*, membership dues have been cut from $24 to $12 a year. New member pays registration fee of $40.

W. G. McConnell, a reader with imagination, says that our Dec. '65 cover picture by Ed Wojtas shows a clown's face, two large birds, a woman's face, and a man's profile. See if you can find them. McConnell lives at 611 N. Jackson St., Palestine, Texas 75801.

Dianne Carriker, 314 Spring Valley Rd., Charlotte, N.C. 28210, won first prize with her pencil drawing of a snowbound train, at the Savannah (Ga.) Coastal Empire Arts Festival in the railroad division sponsored by the National Association of Railway Business Women. Born Nov. 10, 1950, Diane is a high school sophomore with brown hair, blue eyes, and a friendly smile. Having sung in choirs for years, she is now taking voice lessons and plans for this career. She has a railroading grandmother.

Huntington & Broad Top Mountain info. and pix are needed by Larry H. Williams, 708 Church St., Saxton, Pa. He is writing a book about that defunct coal road, which had its headquarters in his home town. Suggestion to Larry

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Thomas H. Medlin, Oklahoma

NEW CAR, NEW HOUSE
"We are now operating at the level of $10,000 sales per year. I am still working at my regular job and doing importing on the side. It has helped me to buy a new car and we are now considering buying a new house."
Mahlon Rissler, Pennsylvania

HUSBAND-WIFE OPEN GIFT SHOP
"My wife and I have opened our own gift and novelty shop with great success. We now have a large selection of beautiful imports from several countries. Our first big deal was when we received an order for $400.00 worth of cypress lamps." A. J. Cali, Florida

HOUSEWIFE AVERAGES $30.00 A DAY
"I am making from $25.00 to $35.00 a day and at the same time, keep a close watch at my house and my seven children."
Mrs. E. F. Garza, Texas

SPARE TIME GROSS—$1000.00
"Working just a few hours a week in the import business I have grossed over $1,000.00. For the present I am importing jewelry from Germany, watches from France, and leather goods from Mexico."
Louis F. Surillo, Puerto Rico

WOMAN SELLS $1,000.00 JEWELRY
"In one month I sold over one thousand dollars worth of jewelry. Most of it came from Spain and other parts. Also over five hundred dollars in cosmetics and an order for three hundred electric shavers from Switzerland."
Beatric Wodd, Hawaii

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W. Kuystermans, Canada

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(and all other young writers): before you begin to write a book of any kind, make sure that some publisher is willing to finance the high costs of setting type, making the engravings, buying the paper, and printing, binding, and distributing the book. If you don't make a deal *beforehand,* your book will probably never come out. Each year sees the writing of many thousands of book manuscripts that are eventually stored away in trunks and closets, unpublished.

Our review of Ron Ziel's little book, *The Story of Steamtown and Edaville,* superbly illustrated with color and b&w photos, mentioned the poor binding, as a result of which some pages fell out. Purchasers of the book made the same complaint. So the publishers have corrected this defect, making a real good job of the binding. A good copy of this book (52 pages, 6x9") may be had for $1, postpaid, from Steamtown, U.S.A., Box 71-H, Bellows Falls, Vt. Free copy of an informative leaflet, *I Collect Old Steam Engines,* will be sent on request to anyone who encloses a self-addressed stamped envelope.

Says John E. Parker, Rte. 1, Box 106-G, Aiken, S.C. 29801: I have a modest collection of *Official Guides, Equipment Registers,* the Southern's *Ties* magazines, and some traction tickets and tokens that I'd like to auction off. A self-addressed stamped envelope will bring a list to anyone interested. The tickets are old, mostly from the Philadelphia area. I also have a shoebox full of streetcar prints that I'll let go to the first person with $4. It includes at least 100 good prints from Philadelphia, Boston, etc.

Also, I seek info. and photos on the Georgia & Florida for a story I am writing. Any help would be appreciated. Incidentally, railfans headed for Florida along U.S. 1 should stop off in Augusta to visit the courthouse, where Ga. RR 302 (Lima 2-8-2) is on display. Further on, outside of town, is a water tower on the old G&F main line near the Babcock & Wilcox Company plant."

Railfan Mac Owen felt a bit lonely after moving from California all the way to Dickinson, Texas (Rte. 1, Box 75-E), not far from Houston, so we sent him the names and addresses of several kindred spirits, namely Houston fans. Mac got in touch. One friendly fellow, George Warner, has been showing him the shortlines in eastern Texas.

"Moscow, Camden & San Augustine still has ten steam locomotives in various condition," Mac writes. "No. 14, a 2-8-2 type, was fired up and made a test run but I don't know whether or not she'll be in service this year. Angelina Lumber Co. has 2-8-2 No. 110 stored at Keltys, east of Lufkin, Texas, and uses her in switching once a month. South of Lufkin, at Diboll, the Southern Pine Lumber Co. has on display 4-6-0 No. 13 that is said to be in operating condition. The management is looking for coaches for a possible tourist line.

"The entire state of Texas has no tourist steam line that runs daily. We'd like to change this. Will some reader help us to locate old-style, lightweight, passenger cars, reasonably priced? And where can we get figures on the cost, net income, and gross profit of steam tourist operations? If I could present a sensible program to an eastern Texas shortline we might get something rolling. (Ed note: very few of the tourist steam roads make a profit.)

"Other steam news: the Mississippian is shopping No. 76 for a complete overhaul. It will surprise many readers to learn that a woodburner is still operating daily within 200 miles of Houston! She is a 2-6-2 diamond-stack belonging to Fisher Longleaf Pine Co., which has about a mile of track near Fisher, La. And at Franklinton, La., near Bogalusa, you can see two former Southern Pacific 0-6-0's, one of which operates daily at Green Cros. Gravel Co., which has other steam power in disrepair. Ex-GM&O 2160 is operating there."

Mac Owen owes much of his interest in railroading to Bill Johnson, his grandfather on his mother's side, who worked for the Pennsy on the New York & Long Branch line in New Jersey, and the lad enjoyed many cab rides on that road.

"One of them, in 1948, was from Bay Head Jct. to South Amboy and back in a K4s," he tells us. "I was only 14 then, but on the return trip I got the feel of the throttle. From South Amboy station I actually ran her to Manasquan—under the supervision of Engineer Ralph Maxon—and even stopped her. What a thrill it was! Many years later Al Stauffer put Mr. Maxon's picture in his book, *Pennsy Power.*

"My father-in-law worked for the CB&Q out of Chicago; and in June, 1956, I got a job with the SP as a student firemen out of Oakland, Calif. I fired the last of the cab-forward 4200's,

in regular service, but was laid off shortly afterward. Two years later on my first fantrip I followed the Sierra's 28 up into the hills and was shocked to realize that the steam era had all but vanished. Then I began making color movies, beginning with one I called *Farewell to Steam,* which featured the SP's 4460 on a last run 'over the hill' to Reno and back.

"Since then I've traveled thousands of miles by rail throughout North America to capture steam on film, and I am willing to show my movies to interested groups. Black Hawk Films, Davenport, Iowa, is selling 8mm copies of some of mine. To date I have shot more than 16,000 feet of original color film on steam, and have a collection of 28,000 feet of railroad movies. I share and trade my films. Furthermore I have thousands of 35mm color slides, likewise for trade. I want mostly Jersey Central and Pennsy steam."

Mac Owen is also a professional photographer, now doing motion-picture work for the Manned Space Center of NASA. In spare time he helped Ken Yeo to form the Sierra Mountain Railroad Club at Auburn, Calif. Mac also spent countless happy hours assisting Hal Wilmunder in building the slim-gage Antelope & Western (see *Interesting Railfans* No. 36 in our Dec. '65 issue) and running those trains. But with Mac's growing family (he has a boy and a girl) he didn't help so much on Hal's more recent Camino, Cable & Western. His wife Lollie, who has a gorgeous head of long red hair, is a railfan photographer in her own right. She assists on Mac's picture trips, driving the family car and even climbing up into grimy engine cabs with him, and takes many pictures herself.

Rails of Long Ago

Creation of a national park along sections of the old Allegheny-Portage Railroad, between Johnstown and Hollidaysburg, Pa., was the subject of an illustrated article in the Oct. '65 issue of *Internal Affairs,* monthly publication of the Pennsylvania Department of Internal Affairs.

The article, which pictures the Lemon House atop Cresson Ridge (Allegheny Mountain) and stone blocks which supported rails, notes that sites of the proposed park lie in Cambria and Blair counties and that Congress provided $2 million for the purchase of land and to develop a master plan.

Architectural surveys of remaining landmarks along the once famous railroad which will soon become a permanent historical site were made in recent months by the National Park Service (NPS).

According to *Internal Affairs,* the Allegheny-Portage was the outgrowth

of the canal-building era of the 1820's and 1830's.

"Belief that the future of transportation lay with canals was widespread," the article states, "but the big obstacle to progress for Pennsylvania was the Allegheny Mountains—how to get canal boats over them.

"The problem was solved by a remarkable engineering feat." A portage railroad, 36 miles long, was built over the crest of the mountains between Hollidaysburg and Johnstown. Canal boats were loaded onto flat railroad cars which carried them over the divide by a series of planes and inclines.

"At first the cars were pulled by horses. Later stationary steam engines, placed at each level, took the place of the horses. It was then possible to pull up four cars at one time, each car carrying a 7,000-pound load. As many as ten such trips could be made in an hour."

One of the famous inns on this line was Summit House, the stopping place for many celebrities such as Charles Dickens, Jenny Lind, and President William Henry Harrison. At this point the funeral train of President Zachary Taylor stopped to replace the car carrying the President's body from Washington after the car had developed a cracked wheel en route from Plane 6.

This information is particularly interesting to Freeman Hubbard, whose book, *Great Trains of All Time,* has a chapter on all funeral trains of Presidents and ex-Presidents of the United States from Lincoln to F.D. Roosevelt, as well as that of Jefferson Davis, but does not mention Zachary Taylor.

Kids Enjoy the Old 205

Her gages are broken and her body is rusty, but Baldwin-built No. 205 does not sit alone and forgotten on her short length of track here at the county fairgrounds in Santa Maria, Calif., reports Karen White of the *Santa Maria Times.*

To hundreds of local children she is the "steam engine" and she is kept busy with imaginary trips and dramatic wrecks. She also is the scene of many games of tag which go fore and aft and up and down, from smokestack to drivers to couplers.

This 2-6-2 (Prairie type) is believed to be a "one-of-a-kind" engine and was built on special specifications for the San Joaquin & Eastern.

When this company discontinued operations in 1933 she was obtained by the late Capt. Allan Hancock to work beside No. 21 on the Santa Maria Valley Railroad, which he owned. Her purchase came after the local firm had made an extensive search throughout the United States for a small engine of good quality which could negotiate the sharp curves and industrial railroad lines in

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Work or employment
Not closed
Opposite of sad
Five cent coin
Marriage ceremony
Reply to question
Not old
Branch of Armed Forces
The last part

THIS IS THE OFFICIAL CONTEST PUZZLE AND ENTRY BLANK

SAMPLE PUZZLE
BOY Male child
OVEN Where bread bakes
BAKER Man who bakes
HAMMER Tool
OCEAN Sea
PEAR A fruit
EAR Organ of hearing

American Holiday Association, Dept. 3607
7471 Melrose Ave., Los Angeles, California 90046
Gentlemen: Here is my entry in Mystery Personality Contest, filled out same way as Sample Puzzle.
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March 3, 1956: With blowers going, PRR engines 1920 (left) and 439 await their second-trick crews just beyond coal docks and water plugs at Camden terminal.
Aaron G. Fryer, 6001 Drexel Rd., Philadelphia 31, Pa.

the valley. The road also had 5 or 6 other steamers.

No. 205 cost $5,250 and the exchange of an older engine of the local company, No. 15. She was able to negotiate 30 degree curves and, after the installation of six superheater units, climb 3 percent grades.

In 1950, when she became outmoded, Capt. Hancock presented her to the 37th Agricultural District to display, rather than have her scrapped.

Odds and Ends

Set of 8 gold-rim drinking glasses, 12-ounce size, available in 4 designs, is offered to railfans at $4 a set postpaid by Sidney N. Phelps, manager of Dining Car Dept., Pennsylvania Railroad, Sunnyside Yard, Long Island City 1, N.Y. The 4 designs included in each set show the *John Bull* (first locomotive to have a "cowcatcher"), the *Broadway Limited,* New York's Penn Station of yesterday, and New York's Penn Station of tomorrow. (New York State residents add 2 percent sales tax. New York City residents add 5 percent sales tax.)

Wanted by A. S. Bernoudy, Jr., 3201 Columbia Ave., Kenner, La. 70062: information on the refrigerator cars of an oldtime meat packer, Schwarz, Child & Sulzberger Co., also a brief history of the company itself.

Gleaming trinkets for railfans and their girl friends depicting Denver & Rio Grande loco No. 1, the *Montezuma,* are sold by Rio Grande Veterans Club (employes with over 20 years of service). Included are sterling enameled and gold-filled bracelets, tie chains, and tie tacs; also silver-plated, gold-plated, sterling, and gold-filled tie bars and cuff links. Prices, $3.25 to $7.75, postpaid. For illustrated list send self-addressed stamped envelope to Guy E. Lockhart, 3817 Osceola St., Denver, Colo. 80212.

"My recent ad in the *Switch List* brought 30 responses and supplied the items I wanted at reasonable prices," enthuses W. P. Penny, 2770 S. Perry St., Denver, Colo. 80236. "I ran the same ad in *Traction Fan's Guide,* 1965, but didn't get a single answer."

One of our many overseas readers, Phil G. Ellis, 3 Keiller St., Moorabbin S20, Victoria, Australia, sells railroad, naval, and maritime books, including one copy of *A Century of Locomotives of the Southern Pacific.* He says he answers all mail.

Official Southern Railway utility and travel bags are obtainable from Airline Textile Mfg. Co., P.O. Box 477, Des Moines, Iowa, for $2 each, postpaid (small bag $1). Illustrated folder picturing 4 styles free on request.

A year's subscription to *Railroad Magazine in* U.S. costs $5, two years $9. Elsewhere, $6 and $11 respectively. New subscriptions, renewals, and correspondence about subscriptions should be sent to *Railroad Magazine* Subscription Department, Portland Place, Boulder, Colorado 80402. Don't send them to New York. If you do, there will be a delay of several days, maybe over a week. But sales of individual copies are still being handled at 205 East 42nd Street, New York, N.Y. 10017.

Coming Events

The fantrip season is here again. Since we go to press long before publication date, send us your notices as far in advance as possible. We need them about the 10th of the third month before publication date. For example, items to appear in our issue dated May must be received by Feb. 10th. Address Art Knowles, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017.

Feb. 5: Orange Empire Trolley Museum sponsors 4-car, special train via Santa Fe, leaving Pasadena 8 a.m., Pomona 8:40, San Bernardino 9:15, lunch at Barstow, 4 picture stops plus stops at Summit and Cajon Pass. Consist: obs. car No. 599, a combo, a full coach, and an open-platform obs. car. Fare $11 (no half fares). Write the Museum, Box 548, Perris, Calif. 92370.

Feb. 12: East Broad Top Railroad and Shade Gap Electric. Several trips on the EBT using gas-electric with EBT

coaches. SGE will operate ex-Johnstown Birney No. 311 and other equipment. Photo stops, surprises. First trip lv. Orbisonia 10:30 a.m.; Last trip back by 4 p.m. Tickets $4.50 each; lunch (optional) $1.25. Write Railways to Yesterday, Inc., 328 N. 28th St., Allentown, Pa.

Feb. 15-26: Mardi Gras Holiday, all-rail trip to New Orleans, 4800 miles, on ATSF, MP, T&P, FW&D, D&RGW, WP. Lv. San Francisco at noon on Santa Fe's San Francisco Chief; spend a day in Houston, 5 days in New Orleans, 4 hours in Dallas, then Denver, then the Calif. Zephyr back home. Contact Central Coast Railway Club, Box 1714, San Jose, Calif. (More tours coming in May, Aug., Sept.)

Feb. 19: Steam out of St. Louis Union Station. Lv. 8 a.m. behind Burlington's 2-8-2 No. 4960 for Hannibal, Mo., passing new 630-feet high Gateway Arch, movie runs along Mississippi River, sightseeing at Hannibal, due back 8 p.m. Fare $9 (kids $5; under 5, $1). Contact St. Louis Chapter NRHS, 6412 Printz Ct., St. Louis, Mo. 63116.

Feb. 26: Ride the Pacific Great Eastern on RDC car: Lv. North Vancouver 8 a.m. on regular train, runs 200 miles north thru scenic Cariboo Country to Kelly Lake, returning on southbound train, due back 9:30 p.m. Contact West Coast Ry. Assn., Box 2790, Vancouver 3, B.C., Canada.

March 26 and April 16: 20-day round trip on steamboat "Delta Queen" Cincinnati, to New Orleans. Write Greene Line Steamers, Inc., foot of Main St., Cincinnati, Ohio 45202. (More trips later.)

April 16 and 30: Visit Orange Empire Trolley Museum; lv. Los Angeles 9:45, returning 10:45 p.m. stopping at Pasadena, Pomona. Fare $8 (kids $5). Including a seat at the "Ramona" pageant and dinner on diner $14.50 ($10.50 kids). Write OETM, Box 548, Perris, Calif. 92370.

May 7: Steam on Green Mountain Ry. Lv. Bellows Falls, Vt. 10:30 a.m. EDT from Riverside station (2 miles north of Bellows Falls on Rte. 5), 52 miles to Rutland, barbecue dinner. Fare incl. dinner $9.75 (kids over 4 $6). Contact Edgar Kruckerberg, Box 173, Garwood, N.J. 07027 or Howard Crotty, Brotherhood of Live Steamers, 8 Walnut St., South Hadley, Mass. 01043. ●

I'll Make You a Master of CHINESE KUNG-FU

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WHO IS THIS MAN?

Behind the blindfold is the Hon. Master "Kung-Fu." That's not his real name, of course. If you were a Kung-Fu expert, you'd recognize his real name at once, if we were to reveal it. But we cannot, for his Chinese fellow Kung-Fu Masters would punish him severely for revealing the deadly maneuvers he has sworn to keep secret.

the Chinese method of Attack and Self-Defense kept so secret that it has been handed down in China only from father to son because of its DEADLY power to disable or kill! Now these devastatingly brilliant secrets that require NO PHYSICAL STRENGTH OR EXERTION are revealed to you in the English language by a KUNG-FU Master who dares to teach you AT HIS RISK!

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KUNG-FU is the most DEADLY form of defense and attack ever devised! Even a Karate, Savate or Judo expert shudders at the thought of meeting a KUNG-FU master because he knows who the winner will be! With just a basic knowledge of KUNG-FU learned easily in the privacy of your home, this FAST, EASY, PICTURE WAY, you can best hoodlums, OUTFIGHT TWO, THREE and even FOUR Karate or Judo experts, Professional Wrestlers or Boxers!

When CHINESE KUNG-FU arrives in your mail, you turn to page 87 and look at the easy-to-understand photo illustrations. INSTANTLY you see how easily you can turn your opponents attack into a CRIPPLING blow to his chest—a maneuver you can perform in just a few minutes of practice! A few pages later I show you how to escape a deadly strangle-hold quickly and easily by slamming your attacker into the ground!

Protect Yourself and Your Loved Ones!

Containing more than 150 step-by-step LIVE-ACTION and SLOW MOTION PHOTOS your personal KUNG-FU Master Instructor takes you by your hand and shows you in plain, clear and simple, easy to understand language how to use highly secret KUNG-FU to multiply your power a THOUSANDFOLD. You learn how to handle a small mob of attackers who are fully armed and even pinning you to the ground so you can't move. You pay nothing if you can't disarm one hoodlum . . . send another flying through the air and slam a third into the ground—all in a split second of KUNG-FU maneuver that will take your attackers by surprise!

Never Be Afraid Again!

Secretly written in the Orient the contents of this amazing "how-to" picture book was shipped to Hawaii, where it was printed under cover away from prying eyes, then sent to the U. S. for limited distribution to those who agree to apply KUNG-FU ONLY FOR SELF-DEFENSE! If you were fortunate enough to be able to go to China, Hong Kong or Hawaii to take this amazing course—and were willing to pay $500 or even $1,000 to your KUNG-FU Master—you would be refused, because KUNG-FU secrets are NEVER taught to strangers or outsiders! Because KUNG-FU is deadly beyond imagination (and since *attack* as well as *defense* is taught), only a small limited edition has been printed. Frankly we don't want just everybody to learn these secret maneuvers.

KUNG-FU will NOT be sold in any store, and is available ONLY by mail to serious students who must vow NEVER to use it as an aggressor—but only as self-defense to protect himself, his friends and family. We don't ever want a criminal or hoodlum to be able to buy it because of its deadly power.

Law Enforcement Agencies: Write for quantity discounts on official letterhead.

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Our streets aren't safe today. Crime increases daily. You no longer have to be helpless, ashamed or humiliated—and look pitiful in the eyes of your friends. Protect yourself, your family, your girl friend from hoodlums and wisecracking bullies. With KUNG-FU you can use the hidden power that lies within you to master every situation! You'll laugh as you send bullies and criminals flying in terror, and you'll walk the streets happy, calm and confident in your new power! And you'll do all this without working up a sweat or even spoiling the crease in your trousers. That's because brilliantly executed KUNG-FU requires NO bodily contact . . . virtually NO physical exertion . . . and almost NO application of your body or hands! And yet KUNG-FU can be *deadly, crippling* and *disastrous* to any unfortunate opponent who is foolish enough to threaten you with ANY other technique, such as punching, Savate, Judo, Wrestling, etc! Yes, with the confidence that KUNG-FU can give you, you can walk the streets with the knowledge that NOTHING can frighten you . . . that you can deal with ANY man, ANY weapon, ANY situation! Your friends and loved ones will be proud of you with your new power.

Nothing Else To Buy!

KUNG-FU is complete—there is NOTHING else to buy—ever! You don't have to practice on dummies and you need no apparatus. Once you receive CHINESE KUNG-FU you can throw away all the other courses on Self-Defense you have ever bought—because NONE compares with KUNG-FU! KUNG-FU is effective whether you're standing, sitting or even LYING DOWN ASLEEP and OFF GUARD!

It was originally decided to offer the complete KUNG-FU instruction at $10.00—a TREMENDOUS bargain at that price. However, to make it available to good citizens who want to use these secret maneuvers for self-defense and to help combat the ever-increasing crime rate, we are making KUNG-FU available now at *the amazingly low price of just* $3.98. If you and your friends don't say that KUNG-FU has made a NEW MAN out of you, every cent you have paid will be refunded without question! Don't even bother returning the KUNG-FU book. Just tear off the front cover and mail back to us for a full, no questions asked refund. We'll take your word for it. MAIL COUPON NOW! AIR MAIL reaches us overnight.

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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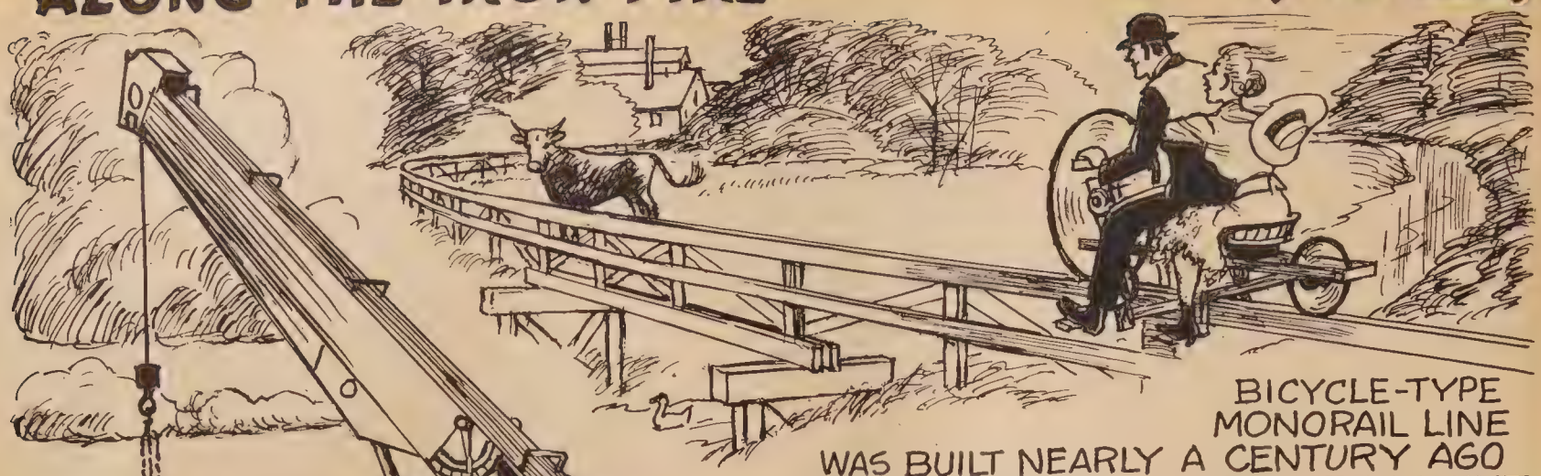
by Joe Easley



BICYCLE-TYPE MONORAIL LINE WAS BUILT NEARLY A CENTURY AGO BY HEZEKIAH SMITH BETWEEN MOUNT HOLLY, N.J., AND HIS COTTON MILL AT SMITHVILLE, SIX MILES AWAY.

TRUCK-MOUNTED CRANE IN TOLEDO, PEORIA & WESTERN YARD ELIMINATES PART OF THE WORK NORMALLY PERFORMED BY SWITCH ENGINES.
(Built by Pitman Mfg. Co.)

BACK IN 1903 LOCOMOTIVE 100 ROLLED OFF GENERAL ELECTRIC ASSEMBLY LINE AT ERIE, PA., AND INTO SERVICE ON DAN PATCH ELECTRIC LINE, THE MINNESOTA RAILROAD NAMED FOR A HORSE. IT WAS THE GRAND-DADDY OF THE DIESEL-ELECTRIC LOCO.
(Drawn from old photograph)

ABANDONED STREETCAR IN KURO CITY, JAPAN, IS USED AS A PUBLIC SCHOOL, OUTSIDE OF WHICH IS A PLAYGROUND.

PACIFIC GREAT EASTERN GONDOLA CAR IN YARD AT NORTH VANCOUVER, B.C. THE PAINTER WHO LETTERED IT "PEG" INSTEAD OF "PGE" WAS CERTAINLY NO RAILFAN.
(from Rev. John A. Rushton, Kelowna, B.C., Canada)

Not on the present roster: 2-8-0 No. 233 of Kansas, Oklahoma & Gulf Railway wheels 16-car train at 15 miles per hour near Marion, Okla. (March 17, 1946).

Richard H. Kindig, 3831 Perry St., Denver, Colo.

SHORTLINES OF OKLAHOMA

Current locomotive rosters compiled by Sy Reich

Arkansas Western Railway

Owns no motive power. Kansas City Southern uses its lines.

Beaver, Meade & Englewood Railroad

Owns no motive power. Missouri-Kansas-Texas uses its lines.

Fort Smith & Van Buren Railway

Owns no motive power. Kansas City Southern uses its lines.

Hollis & Eastern Railroad

Owns no motive power.

Kansas, Oklahoma & Gulf Railway

Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
101-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	1
570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1956	2
844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	3
846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	4
1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	5

Midland Valley Railroad

106-109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	6

Northeast Oklahoma Railroad

253-254	500	GE	80-ton	B-B	40,000	160,000	1939	7
255	500	GE	80-ton	B-B	40,000	160,000	1940	8
256	500	GE	?	?	?	?	1941	9
257	500	GE	?	?	?	?	1943	10
295-296	1000	Alco-GE	S2	B-B	58,100	230,000	1946-7	11
297-298	1000	Alco-GE	S4	B-B	58,100	230,000	1950,2	11
601	1000	Cummins	?	?	?	?	?	12

Oklahoma City-Ada-Atoka Railway

Owns no motive power. Leases diesels from AT&SF.

Oklahoma City Junction Railway

Owns no motive power.

Sand Springs Railway

100-101	900	GM-EMD	SW900	B-B	57,000	230,000	1956	
102	900	GM-EMD	SW900	B-B	57,000	230,000	1957	

Texas, Oklahoma & Eastern Railroad

Owns no motive power. DeQueen & Eastern uses its lines.

Tulsa-Sapulpa Union Railway

105	600	GM	SW1	B-B	60,000	197,500	1940	13

Owns one other unit, specifications of which are unknown to us.

Oklahoma Roster Notes

Roster based on data from MKT chief mechanical officer, KCS adv. manager, MP chief mechanical officer, NEO president, OC-A-A vice president, SS vice president, and TO&E asst. gen manager. It is accurate as of the third quarter, 1965. For the purpose of our rosters, a shortline is defined as any common carrier listed in the Official Guide or the Pocket List of Railway Officials, or both, which has a route mileage less than 400.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electirc Co.

(1) KO&G 97-105 ex 801-809.

(2) KO&G 570-571 ex 700-701; rebuilt from KO&G F7A's 753-754.

(3) KO&G 844-845 ex 751-752.

(4) KO&G 846B-847B ex 755B-756B.

(5) KO&G 1027 ex 1001.

(6) MV 106-109 ex 151, 154, 152, 153. No. 108-109 rebuilt by GM-EMD to GP9 (mod).

(7) NEO 253-254 ex Cummins Engine Co.; sold to Louisiana Southern Ry., renumbered 504-505.

(8) NEO 255 ex Solvay Process Co.; sold to Iron & Steel Products Co.

(9) NEO 256 sold to La Salle & Bureau County RR, renumbered 7.

(10) NEO 257 sold to Pan American Engineering Co.

(11) NEO 295-298 ex 703-706.

(12) NEO 601 ex FW&D. Sold to I&S Products Co.

(13) TSU 105 ex Wabash 105. ●

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Portland-Mechanicville time freight of the Boston & Maine passes through Dover, N.H., on a Sunday morning.
David K. Johnson, 112 Concord St., Nashua, N.H.

Boston & Maine Notes

Roster based on data from B&M chief mechanical officer, Armstrong Cork Co. purchasing agent, Holyoke Water Power manager of public relations, and Orange and Rockland Utilities vice president. It is accurate as of Sept. 22, 1965.

Locomotive Builders: FM, Fairbanks-Morse; GE, General Electric Co.; GM-EMD, General Motors—Electro Motive Div.; Alco, American Locomotive Co.; AGEIR, American Locomotive Co.—General Electric Co.—Ingersoll Rand; GM-EMC, General Motors, Electro Motive Corp.; Alco-GE, American Locomotive Co.—General Electric Co., EMC, Electro Motive Corp.

(1) 100-101 sold to Beale River RR.; 101 then sold to Narragansett Pier RR., renumbered 33; then sold to Warwick Ry., renumbered 103; then rebuilt by Plymouth, resold to Armstrong Cork Co., renumbered 4.

(2) 112 sold to Hoosac Tunnel & Wilmington, renumbered 18 (2nd); then sold to Claremont & Concord, renumbered 18 (2nd).

(3) 113 sold to C&C, renumbered 13; then to Raymond International, renumbered 4403.

(4) 115 sold to Montpelier & Barre, renumbered 30; then sold to Raymond Int., renumbered 4401. No. 116 sold to Sanford & Eastern; renumbered 14 (2nd); then sold to Raymond Int., renumbered 4404.

(5) 860-861 rebuilt by B&M to 1000 hp, renumbered 1280-1281. (6) Scrapped.

(7) 1101 renumbered 1161; scrapped.

(8) 1102 possibly ex-demonstrator 601; renumbered 1160, then back to 1102, then scrapped.

(9) 1103-1108 sold to Michael Schiavone.

(10) There is a question about whether or not 1109 (1st) ever existed and its disposition.

(11) 1109 and 1110 sold to M&B, renumbered 27-28. No. 1111 purchased by M&B for parts.

(12) 1112 sold to New Haven Public Service Co. No. 1113 sold to Holyoke Water Power Co., renumbered 1849.

(13) 1114 sold to Groveton Paper Co.

(14) 1163 and 1164 sold to M&B, renumbered 26, 25. No. 26 scrapped; 1165 sold to Orange & Rockland Utility Co.

(15) 1166 sold to M. Schiavone. 1167 sold to Virginia Power & Light Co.

(16) 1169 sold to M. Schiavone. 1171 sold to Va. Power & Lt. 1172 sold to M&B, renumbered 29.

(17) 1173 and 1175 sold to Va. Power & Lt. 1174 burned, rebuilt to 1274.

(18) 1500 possibly Alco-GE demonstrator 1500.

(19) 1501 and 1503 sold to Alco. 1502 and 1504 sold to Electric Service Co.

(20) 1530 and 1531 scrapped. 1532-1534 sold to Alco.

(21) 1550-1553 traded to GM-EMD for 1750-1753.

(22) 1750-1755 delivered as 1770-1775 but renumbered immediately.

(23) 3800-3820 scrapped.

(24) 3821 sold to Missouri Pacific, renumbered 42.

(25) 4200A-4223A and 4200B-4223B traded for 1700-1749.

(26) 4224A and 4225A scrapped.

(27) 4224B and 4225B scrapped.

(28) 4228B scrapped. (29) 4263 renumbered 4225A (2nd) after original 4225A was wrecked and scrapped. 4225A (2nd) and 4250-4264 scrapped.

(30) 4267 sold to GM-EMD.

(31) 6000 on display at Edaville. ●

Southbound passenger diesel 1560 being turned on table at North Conway, N.H.

BOSTON & MAINE CORPORATION

Current locomotive rosters compiled by Sy Reich

Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
1-2	1720	FM	P12-42	B-1	?	?	1957	
100	150	Plymouth	16 ton	B	?	?	1930	1
101	250	Plymouth	ML-8	B	?	?	1938	1
110-112	380	GE	44-ton	B-B	22,000	88,000	1940	2
113	380	GE	44-ton	B-B	22,000	88,000	1940	3
114-116	380	GE	44-ton	B-B	22,000	88,000	1941	4
117	380	GE	44-ton	B-B	22,000	88,000	1942	
118-119	380	GE	44-ton	B-B	22,000	88,000	1947-8	
800-807	800	GM-EMD	SW8	B-B	?	?	1953	
860-865	800	Alco	S5	B-B	?	?	1954	5
1100	600	AGEIR	---	B-B	?	?	1935	6
1101	660	Alco	HH 660	B-B	?	?	1938	7
1102	660	Alco	HH 660	B-B	?	?	1934	8
1103-1105	600	GM-EMC	SC	B-B	?	?	1936	9
1106-1108	600	GM-EMC	SW	B-B	?	?	1938	9
1109 (1st)	660	Alco	HH 660	B-B	?	?	1938	10
1109-1111	600	GM-EMC	SW1	B-B	?	?	1939	11
1112-1113	600	GM-EMC	SW1	B-B	?	?	1941	12
1114-1117	600	GM-EMD	SW1	B-B	?	?	1946	13
1118	600	GM-EMD	SW1	B-B	?	?	1949	
1119-1132	600	GM-EMD	SW1	B-B	?	?	1953	
1160	660	Alco	HH 660	B-B	?	?	1934	8
1161	660	Alco	HH 660	B-B	?	?	1938	7
1162	660	Alco	HH 660	B-B	?	?	1939	6
1163-1165	660	Alco-GE	S1	B-B	?	?	1944	14
1166-1167	660	Alco-GE	S1	B-B	?	?	1948	15
1168-1172	660	Alco-GE	S1	B-B	?	?	1949	16
1173-1176	660	Alco-GE	S3	B-B	?	?	1950	17
1177-1188	660	Alco-GE	S3	B-B	?	?	1952	
1200-1201	1000	GM-EMD	NW2	B-B	?	?	1941	
1202-1204	1000	GM-EMD	NW2	B-B	?	?	1942	
1205-1207	1000	GM-EMD	NW2	B-B	?	?	1946	
1208-1209	1000	GM-EMD	NW2	B-B	?	?	1949	
1210-1213	1000	GM-EMD	NW2	B-B	?	?	1949	
1220-1226	1200	GM-EMD	SW9	B-B	?	?	1952	
1227-1231	1200	GM-EMD	SW9	B-B	?	?	1953	
1260-1265	1000	Alco-GE	S2	B-B	?	?	1944-5	
1266-1273	1000	Alco-GE	S4	B-B	?	?	1950	
1274	1000	Alco-GE	S4	B-B	?	?	1950	17
1280-1281	1000	Alco-GE	---	B-B	?	?	1950	5
1500	1500	Alco-GE	RS-2	B-B	?	?	1948	18
1501-1504	1500	Alco-GE	RS-2	B-B	?	?	1949	19
1505-1519	1600	Alco-GE	RS-3	B-B	?	?	1954-5	
1530-1534	1500	Alco-GE	RS-2	B-B	?	?	1949	20
1535-1545	1600	Alco-GE	RS-3	B-B	?	?	1952	
1550-1553	1500	GM-EMD	BL2	B-B	?	?	1948	21
1555-1560	1500	GM-EMD	GP7	B-B	?	?	1950	
1561-1562	1500	GM-EMD	GP7	B-B	?	?	1950	
1563-1571	1500	GM-EMD	GP7	B-B	?	?	1952	
1572-1577	1500	GM-EMD	GP7	B-B	?	?	1953	
1700-1726	1750	GM-EMD	GP9	B-B	?	?	1957	25
1727-1749	1750	GM-EMD	GP9	B-B	?	?	1957	25
1750-1755	1800	GM-EMD	GP18	B-B	?	?	1961	21, 22
3800-3815	2000	GM-EMD	E7A	A1A-A1A	?	?	1945-6	23
3816-3819	2000	GM-EMD	E7A	A1A-A1A	?	?	1948	23
3820	2000	GM-EMD	E7A	A1A-A1A	?	?	1949	23
3821	2250	GM-EMD	E8A	A1A-A1A	?	?	1950	24
4200A-4205A	1350	GM-EMD	FTA	B-B	?	?	1943	25
4200B-4205B	1350	GM-EMD	FTB	B-B	?	?	1943	25
4206A-4211A	1350	GM-EMD	FTA	B-B	?	?	1944	25
4206B-4211B	1350	GM-EMD	FTB	B-B	?	?	1944	25
4212A-4223A	1350	GM-EMD	FTA	B-B	?	?	1944	25
4212B-4223B	1350	GM-EMD	FTB	B-B	?	?	1944	25
4224A-4226A	1350	GM-EMD	F2A	B-B	?	?	1946	26
4224B-4226B	1350	GM-EMD	F2B	B-B	?	?	1946	27
4227A-4228A	1500	GM-EMD	F3A	B-B	?	?	1948	
4227B-4228B	1500	GM-EMD	F3B	B-B	?	?	1948	28
4250-4264	1350	GM-EMD	F2A	B-B	?	?	1946	29
4265-4268	1500	GM-EMD	F7A	B-B	?	?	1949	30
4265B-4268B	1500	GM-EMD	F7B	B-B	?	?	1950	
6000	600	EMC	AA	B-2	?	?	1935	31

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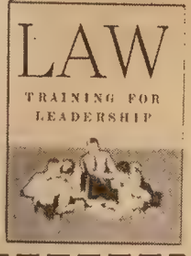

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Cecil J. Allen (right) with famous loco designer Sir Nigel Gresley on trial run of streamlined *Coronation*, which touched 109 m.p.h., in 1937.
Photograph by C. Smith

Books of the Rails

TWO MILLION MILES OF TRAIN TRAVEL ***The Autobiography of Cecil J. Allen*****, 232 pages, 6x9", illustrated, indexed, published by Ian Allan, Ltd., Shepperton, Middlesex, England; distributed in North America by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $11.**

This book is reviewed on page 18.

C&O POWER: ***Steam and Diesel Locomotives of the Chesapeake & Ohio Railway, 1900-'65*****, by Philip Shuster, Eugene L. Huddleston, and Alvin Staufer, 352 pages, 8½x11", illustrated, published by Alvin Staufer, Box 57, LeRoy, Ohio, $15.**

The three men who assembled *C&O Power,* an impressive 3½-pound volume, are well qualified. Readers of *Railroad Magazine* know Al Staufer as No. 25 in our *Interesting Railfans* series (Jan. '65), as an artist who makes and sells very large, fine-quality, wash drawings of locomotives, and as the author and publisher of important motive power books. Phil Shuster works for the C&O as an assistant engineer in charge of surveys, etc., and is a railfan photographer and scale model railroader.

Raised in a railroading family, Gene Huddleston was employed by the C&O for 8 years as a terminal clerk and is now assistant professor of English at a big university. We suspect that Gene did most of the writing in *C&O Power,* which (especially the captions) is of higher caliber than in most railroad books. Here is a sample of the writing in *C&O Power:*

"Chessie's motive power policy might be seen in better perspective by comparing it with the two Eastern giants, Pennsylvania and New York Central. The Central, with its water-level route, developed two-cylinder, high horsepower machines with tractive force of secondary consideration. Central usually operated its locomotives singly relying on high horsepower for sustained fast running and on booster engines for help in starting. This practice was most effective on a mainline that was practically gradeless.

"The Pennsylvania, on the other hand, had a mainline crossing of the Alleghenies similar to C&O's. But unlike the ponderous machines used by C&O, Pennsy's steam locomotives were relatively small two-cylinder jobs that were worked as multiple units when operating conditions demanded. A given passenger train eastbound might have a single Pacific type out of Chicago and two or three of the same breed when crossing the mountains.

"Rather than using such system-wide distribution, C&O assigned its locomotives primarily according to the operating needs of each division. For the relatively flat country east and west of the mountains, two-cylinder 'superpower' engines predominated. For the mountains and coal field branches C&O relied

Photograph by Chesapeake & Ohio Railway

Photo from the new book *C&O Steam Power*. In 1949, when it was taken, 378 and 377 were the only F-11's on the roster. Shown at Clifton Forge, Va., the 378 is surrounded by an 0-8-0, a 4-6-0, a 2-8-0, a 4-6-2, a 2-6-6-6, a 2-8-2, and an 0-6-0.

heavily on four-cylinder articulateds, both simple and compound. Helper operations were limited largely to pushers used over relatively short distances, and doubleheading of freights from one terminal to another was virtually unknown.

"C&O's philosophy of single-unit power to haul heavy tonnage produced some of the most phenomenal locomotives in America."

The book is well organized, devoting a chapter apiece to the various wheel arrangements, also covering steam turboelectrics, diesels, and scenery and operations. There is a rich, good supply of illustrations. Most of the photographers who are represented have long been familiar to our readers: Bert Pennypacker, H. Reid, Charles E. Fisher, Bob Collins, Richard J. Cook, C. W. Jernstrom, Phil Weibler, W. R. Osborne, Lucius Beebe, Bob Malinoski, *et al.*

BULLETIN NO. 113, edited by Charles E. Fisher, 123 pages, 6x9", paperbound, illustrated, issued by The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass. 02163; price for members $2, non-members $3.

A long list of railroad historians, librarians, editors, writers, researchers, and fans all over the world wait expectantly for each new issue of this *Bulletin* with its medley of rail lore.

No. 113 is well up to standard. It covers "The West Virginia Central & Pittsburgh Railway," by W. Raymond Hicks (including a locomotive roster); "The North-South Railroads of America," by Ralph Cooper; "The Harvard Branch Railroad: 1849-1855," by Robert W. Lovett, the long story of a curious line that ran across Harvard University campus between the Museum and the Law School; "Worcester Salt Specials," by C. F. H. Allen; and some interesting miscellany.

A collection of these *Bulletins* is a worthwhile addition to any railroad library. For a list of past issues still obtainable send a large self-addressed stamped envelope to R&LHS.

RAILWAY CARRIAGES: 1839-1939, by G. M. Kichenside, 64 pages, 5½x8½", hard covers, copiously illustrated, Ian Allan Ltd., distributed by Leisure Time Books, P.O. Box 634, New Rochell, N.Y. 10802, $2.

Although this book tells the history of British passenger cars and is supplemented with lists of such cars that are preserved, both publicly and privately, it contains some fascinating information that applies to railroad coaches everywhere.

RAILWAYS *to the End of the 19th Century*, by T. M. Simmons, 22 pages, 6x6", paperbound, illustrated, Sales Section, British Information Services, 845 3rd Ave., New York 22, N.Y., $1.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE SITUATION IN FLUSHING, by Love	$ 4.95	($ 4.70)
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Once a vigorous stronghold for steam power, the Canadian Maritime Provinces now have but one active steam engine left, the one shown here in a photograph made last September at Broughton, Nova Scotia. No. 17 is a 2-6-0 type built by Alco sixty-three years ago and even today she is performing well in switching service.
Daniel A. Foley, P.O. Box 1101, New Canaan, Conn.

The Switch List

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Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our April department is already closed. Entries for our May issue should reach us before February 7th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, buys color slides BTC trolley el, PSCT all service vehicles.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, L&NE, DL&W, CNJ, D&H, and Pa. shortlines.

R.C. BEACH, Randolph, Minn. 55065, sells CGW and M&StL emp. tts., annual reports; tts. of many roads in 1940's. State wants. (SSE)

E. BERNARD, 742 Saddle River Rd., Saddle Brook, N.J., has steam loco for rent for tourist service. (What kind of loco, Mr. Bernard?) Wants action pix of BEDT 15, also steam loco whistle.

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R. BREDBERG, 5650 N. Sheridan St., Chicago, Ill. 60626, wants full-size loco whistles and marker lanterns. Send description, price.

ROBT. BURBECK, RFD 1, Box 56, Orrington, Maine 04474, trades or buys emp. tts. of New England roads. (SSE)

BURDELL BULGRIN, 4649 S. Mozart St., Chicago, Ill. 60632, trades Chicago rr. maps for those of other cities.

R.C. CAESAR, 1880 Fifth St., Muskegon, Mich., sells Midwest rr. pix, incl. stations. Make offer for one copy of Hilton's "Great Lakes Car Ferries."

R.E. CARPENTER, 5440 High Point Rd. N.E., Atlanta, Ga. 30305, wants Car Bldrs. and Loco Cyclopedias.

JOHN COOSHEK, 455 W. 26th Ave., Vancouver 10, B.C., Canada, sells or trades emp. tts., tts. List free.

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PAUL DOUGLAS, 2012 Broadway, Vancouver, Wash., buys or trades for steam loco negs.

MIKE ECHOLS, 2615 S. University Dr., Fort Worth, Texas, sells or trades ATSF, CB&Q, KCS, and MP dining car menus.

W.W. FAUSSER, 251 Raff Ave., Mineola, N.Y 11501, sells railroadiana. (SSE)

DAN FOLEY, Box 1101, New Canaan, Conn., sells pix and 2¼x2¼ and 2¼x3¼ negs., mostly steam. (SSE)

TED GAY, 6 Northview Dr., Morris Plains, N.J., sells pix, 16mm orig. color, b&w rail movies, 35mm orig. color slides and Kodak duplicates.

R.A. GAY, 24050 Manistee Oak Park, Mich. 48237 wants CERA Bull. 103 or others for history of old Detroit area elec. interurbans.

BOB GORDON, 334 Kennerly Rd., Springfield, Pa. 19064, sells or trades PTC, NYCTA, MBTA rapid transit pix, slides. Wants pix, slides IT PCC's.

JIM GRAHAM, Box 275, Summit City, Calif., will sell Railroad Magazine 4/32-1945, good cond. Make offer for the lot.

JOHN GRIFFIN, 100 Grandview Terr., Hartford, Conn., will buy or trade for old-style SP uniform buttons.

JACK HAMMOND, 1710 10th St., Sacramento, Calif. 95814, sells steam and elec. railroadiana. Write, stating wants. (SSE)

L.J. HENDRICKS, 125 S. 34th St., Boulder, Colo. 80302, trades sizes 120 and 616 negs. of stations and towers in Colo. and Wyo. for those in Ill., Ind., Ohio.

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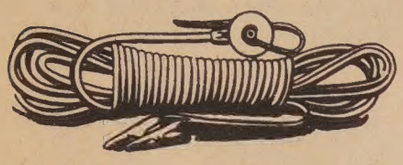

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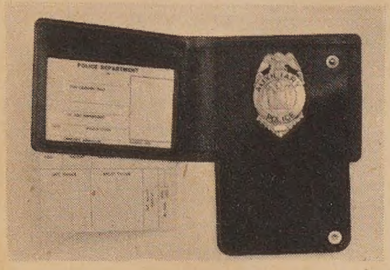

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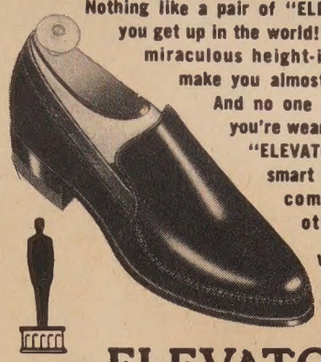

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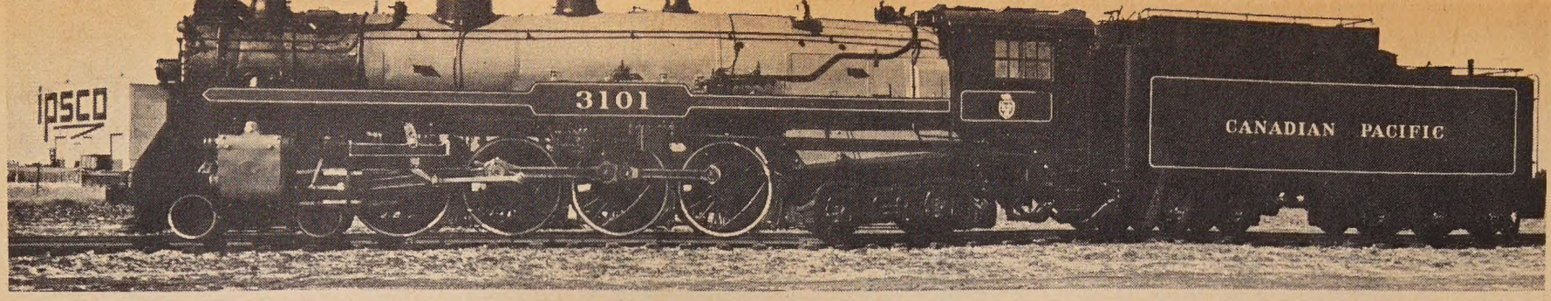

No. 3101, one of the only two 4-8-4 types ever built for the Canadian Pacific Railway, is currently displayed in IPSCO Park, about two miles north of Regina, Saskatchewan, just outside the plant of the Interprovincial Steel & Pipe Corporation.

Both photos on this page by Wilbur A. Golson, 6552 Winbourne Ave., Baton Rouge, La. 70805

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, O., will sell or trade 10/1861 Bradshaw's Continental Ry. Guide and 1862 Guide for India. Make offers.

BOB LOAT, Currie Post Office, Calgary, Alta., Canada, will swap size 616 CP diesel negs. in his area for same in eastern Canada.

W.E. McMILLEN, 10370 S.W. 38th Terr., Miami, Fla., sells steam pix FEC, SAL, B&M, B&A. List 10¢. Sells Kodachrome dupl. slides steam, diesel, elec. Sample 35¢.

RAY McMURDO, 775 Main St., Waltham, Mass. 02154, sells color slides steam on B&M, CV, CN, GN, NP, and Boston PCC's.

BOB McVAY, 625, King City, Calif. 93930, trades PE emp. tts., mags., maps, tts., etc., 1940-'49. Sells 35mm Kodachrome dupl. slides PE. (SSE)

TIM MORRIS, 3545 Cody Rd., Sherman Oaks, Calif. 91403, buys B&W prints and color slides of all Great Northern diesels, esp. in old colors.

WM. MOLL, 4009½ Lanark Lane, Houston, Texas 77025, wants CERA Interurban Special No. 26, mint cond.; also St. Louis trolley color slides.

FRANK MOORE, 760 Catawba Rd., Charlestown, S.C. 29401, trades or sells 35mm color slides SAL, SOU, ACL, S&A, CG, H&B, D&S, NS, A&R. (SSE)

RON MULDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, will sell or trade bldrs. plates of PRR 11sa, Baldwins, etc. (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys any size pix or negs. of GN elec. 5012.

JOHN PARKER, Rte. 1, Box 106 G, Aiken, S.C. 29801, sells prints of diesels and steam; list of 3400 items 15¢.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides of steam, diesel, trolley. Sample 25¢.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, buys orig. steam negs., most rrs.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, will trade oilburning lanterns from Western rrs. for those of other roads. Wants switch locks and keys.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, will trade kerosene lanterns or emp. tts. for switch keys, other railroadiana.

C.H. RIFF, 840 Fennel Ave. E., Hamilton, Ont., Canada, wants pix, negs., and slides of QC, DAR, and Temiscouta Ry.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Missouri 65265, buys or trades pix or negs. of Alton and WAB steam.

MELVIN ROSENBERG, 208 Dearborn Pl., Ithaca, N.Y., buys or trades tkts., transfers, cash fare receipts, trolley, rr., bus, anywhere; wants espec. NYRys, horsecar, N.Y. and Stamford.

Mrs. ASHFORD SAYRE, 4406 Lincoln St., Parkersburg, W. Va., collects picture postcards of rr. and other scenes in W. Va.

PAUL SCHUETT, Box 502, Eagle Mountain, Calif. 92241, trades emp. tts., rule books, switch keys. Wants GM&O, WP, B&O, SOU rule books.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., wants tts., tourist guides, other railroadiana. Will sell Railroad Magazine '31-'60, Off. Guides '62-'64. (SSE)

D.W. SHELBY, 138 N. 33rd St., Camp Hill, Pa. 17011, will sell Off. Guides '62-'65, good cond.

JOHN SHERMAN, 560 Dorothy Ave., Johnstown, Pa. 15906, will sell Railroad Magazine and Trains '40 to date.

S.G. SHOOK, 160 Andover, Wilkes-Barre, Pa. 18702, sells rr. slides. Sends details of EBT operation. (SSE)

J. SIMON, Box 351, Niagara Falls, Ont., Canada, buys rr. buttons, badges, pins.

J.F. SMITH, 17638 Roosevelt St., Homewood, Ill. 60430, will sell 13x17" pix P&R 2-8-0 No. 82, 15x38" mech. drawing of 4-6-2, 1943 Car Bldrs. Cyclo.

TED SOMMER, Codfish Hill Rd., Bethel, Conn. 06801, wants photos GN locos, mixed trains, gas-elecs., stations, rts.-of-way, eng. terminals, signals.

WHARTON SEPARK III, 2139 Cowper Dr., Raleigh, N.C. will trade SAL and NORFLK SOU. color slides and for those of UP, Santa Fe, CB&Q, etc.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells rr. bks., mags., tts., NP lanterns. (SSE)

JOE STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells Alco diesel pix with specs. (SSE)

Mrs. GEO. STOUT, 1509 Lincoln Blvd., Beatrice, Neb., buys trolley tokens.

BOB UNDERWOOD, 723 Ridgewood Rd., Millburn, N.J. 07041 wants 35mm color slides of NYS&W steam, doodlebugs; ACF railcars, diesels in earliest paint scheme, GP20 demonstrators, Tennessee RR (ex NYS&W 246).

A. VON BLON, Box 6422, BU Station, Waco, Texas, will sell full-size BR&P 4-wheel caboose which needs repairs.

STEVE WARNER, 1215 White Ave., Knoxville, Tenn., will buy 3 and 4/45 issues of Railroad Magazine, rr. fiction books, also VGN, N&W, SOU rule books.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J., sells negs. CNJ, EL, NYS&W, LV, etc., on approval. Buys negs. steam and early N.J. diesel negs., size 120.

Model Trading Post

LEO BROADSTREET, Box 94, Columbus, N.M. 88029, will sell complete S-gage outfit: 12 locos, 67 cars, 130-pc. track, 18 switches, 3 transfmrs., bldgs., etc., good operating cond., $275. (SSE)

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells model rr. catalogs and booklets dated '36-'57. (SSE)

GEO. HILDRETH, 357 Bishop St., Framingham, Mass., wants Buddy L rail in 10' lengths, good cond.

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, will sell Tru-Scale and Atlas customline nickel-silver track and switches. (SSE)

AL MILLER, 3213 34th Ave. S., Minneapolis, Minn. 55406, wants AF '48 and '59 catalogs.

DICK SAMUELS, 825 23 St., Milwaukie, Ore. 97222, will sell 90% complete 1½" scale, 7½" gage, SD9 diesel, SP 5426 prototype, gas-hydraulic drive.

J.F. SMITH, 17638 Roosevelt St., Homewood, Ill. 60430, will sell Ambroid combo, SS 40' SOU boxcar, Athern 40' metal ACL box, all HO kits.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 1887 General, 072 tubular curved track, elec.-controlled frt. cars, catalogs '37-'65.

E.C. WILLIAMS, 85 Dale Rd., Rochester, N.Y. 14625, wants Mini-Locos, Min-I-Scale, Scale Craft equip.

Pen Pals Wanted

Ron Kinum, 7671 Quebec Drive, Huntington Beach, Calif. wants teen-age pen pals living on or near C&O main line.

Edward F. Gardner, 22 Garden Ave., Mountaintop, Pa. 18707, wants to hear from collectors of public timetables issued by railroads, trolley lines, or steamboats.

Rosie Gonzales, 5012 Q Street, Galveston, Texas.

Ted Nunn (age 19), 14 Poplar Crescent, Lancaster Park, Alta., Canada, wants pen pals interested in Canadian rrs.

Londa E. Bratcher, Rockport, Ky.

Marjorie Smith (age 16), Box 4, Parks, Neb.

Mrs. Jenny Townsend (age 67), RD 1, Box 49, South Fork, Penna.

Les North (age 18), Rte. 3, Box 163-A, Huron, South Dakota.

Mrs. Estella Arnold (widow), 607 Greenwood Ave., Shelbyville, Tenn.

Hilda Smith (age 15), Box 4, Parks, Neb.

Thomas North (age 14), Rte. 3, Box 163-A, Huron, South Dakota.

No. 1702 of Reader Railroad, one of our country's very few steam passenger lines, arrives at Station, Bay St. Louis, Miss., en route to star in the production of a feature movie. At extreme right is railfan photographer W. H. T. Jones.

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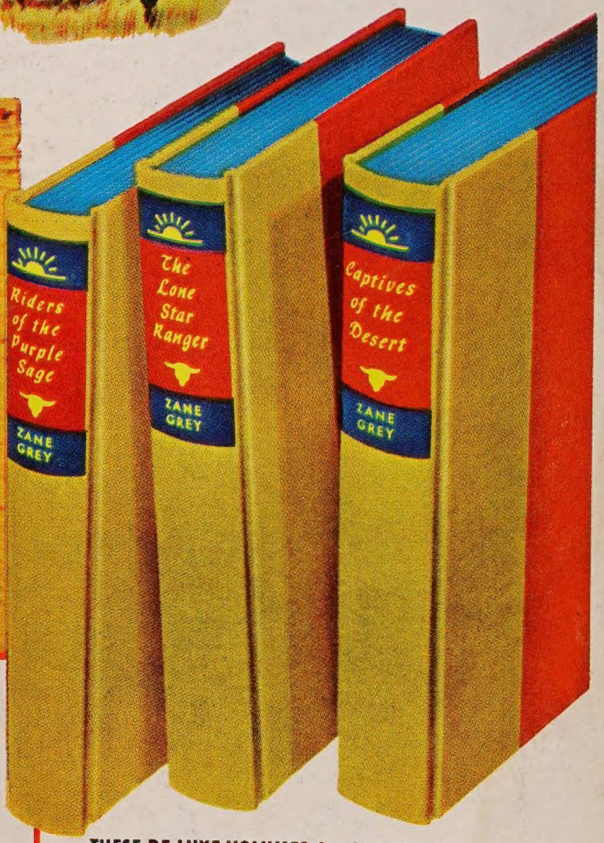

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